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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE SECOND SESSION

OF

THE THIRTY-FIFTH CONGRESS.

DECEMBER 6, 1858.—Read, and committed to a Committee of the Whole on the state of the Union, and, together with the accompanying documents, ordered to be printed.

DECEMBER 11, 1858.—*Resolved*, That there be printed, for the use of the members of the House of Representatives, twenty thousand extra copies of the message of the President of the United States, together with the accompanying documents.

VOLUME III.

WASHINGTON:
JAMES B. STEEDMAN, PRINTER.
1858.

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REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 6, 1858.

SIR: Since the last annual report this Department has been required to employ a naval force for the purpose of arresting unlawful expeditions against Nicaragua, resisting the exercise of the right of search by British cruisers in the neighborhood of Cuba, and enforcing a demand of redress for an insult to our flag and for injuries to our citizens by the government of Paraguay.

In the first instance, that of arresting and preventing unlawful expeditions set on foot in the United States against Nicaragua contrary to the act of Congress of April 30, 1818, orders for this purpose were issued to the steam frigates Wabash and Susquehanna, the sloops-of-war Jamestown and Saratoga, and the steamer Fulton. These orders and the successful action of Flag-Officer Paulding, and those under his command, in breaking up the expedition against Nicaragua, set on foot by General Walker, were fully communicated to Congress at its last session by the special message of the President of January 17, 1858.

The force sent into the neighborhood of Cuba to resist the exercise of the right of search by British cruisers consisted of the steam frigates Wabash and Colorado, the sloops-of-war Macedonian, Constellation, Jamestown, Saratoga, and Plymouth, the steamers Water Witch, Arctic, Fulton, and Despatch, and the brig Dolphin; comprising the Mediterranean squadron under Flag-Officer Lavallette, the Home Squadron under Flag-Officer McIntosh, and such other vessels as were sent out specially for the purpose. They were all deemed effective for the object for which they were sent, because, in the execution of their mission, no one of them would have hesitated to resist a ship of the largest class. They were instructed to protect all vessels of the United States against the exercise of the right of search on the high seas, in time of peace, by the armed vessels of any other power. These instructions have been often repeated and are now regarded as standing instructions to the navy of the United States, wherever employed. They put the deck of an American vessel on the same footing with American soil, the invasion of which under foreign authority is to be as strenuously resisted in the one case as in the other. They regard such invasion as in the highest degree offensive to the United States, incompatible with their sovereignty and with the freedom of the seas, and to be met and resisted by the whole power of the country. It was your policy promptly and decisively to embrace the opportunity to bring this question of right, upon which we had gone

through one war and half a century of negotiation, to final issue, by placing all other nations in a posture where they must either fight for it or abandon it. The result has proved the wisdom of the measure.

Congress having authorized the President to use force to obtain redress from the government of Paraguay, it was deemed expedient to send a powerful fleet into that neighborhood to be employed, if necessary, for that purpose. Accordingly the squadron on the east coast of South America has been increased, so that it will consist of two frigates, two sloops-of-war, three brigs, twelve armed steamers and two armed store-ships. They have been ordered to rendezvous near Buenos Ayres, and to be in readiness for any action that may be required. Of this force, one sloop, three brigs and twelve steamers can lay the whole river coast of Paraguay under effective blockade, ascend the river to the capital of Paraguay, and overcome any resistance that may be offered. It has been the object of this Department to leave no doubt as to the success of an expedition set on foot to protect the persons and property of American citizens in a remote country, to vindicate the honor of the American flag in a particular instance of wanton outrage offered to it, and to indicate a determined purpose on the part of this government to cause it to be respected wherever its protection may be rightfully invoked.

In fitting out this expedition it became necessary, in consequence of a deficiency in the navy of vessels of light draught, to charter a number of steamers which could be used as transports and for towage, and could be armed also for effective service as war-vessels. These vessels, six propellers and three side-wheel steamers, have been chartered for six months, or more, with a right of election on the part of the government to become the purchaser at stated prices, and to apply all payments made under the charter as part payment of the purchase-money. As these vessels would be useful as part of the naval force of the United States, and can be purchased on reasonable terms, I would recommend an appropriation to be used, if deemed expedient, for the purpose. The sum required to purchase the six steam propellers would be $244,000, of which $94,800 must be paid for the use of them for the period of six months, and a proportionate sum for a longer time, if no purchase be made. The sum required for the three side-wheel steamers would be $286,000, of which, if they be not purchased, the sum of $69,000 must be paid for the use of them for the same period of six months, and a larger sum for a longer period. The election must be made on or before the 10th of March next.

During the past year the Department has sent out a surveying party, under the command of Lieutenant J. M. Brooke, to survey and lay down with accuracy the obstructions to navigation in the usual routes between San Francisco and China. The Fenimore Cooper being already fitted for such an expedition, and the principal instruments necessary for it being already on hand, it will be attended with little extraordinary expense. Looking to the early growth of an extensive and profitable commerce between our Pacific shores and eastern Asia, which has recently by treaty been thrown open to us, augmented, as it will be, in no inconsiderable degree by the diversion of trade from ancient channels, it was deemed a matter of importance to remove all

impediments out of its way, and to give it the security of a more perfect knowledge of the highway over which it must pass.

The steam frigate Niagara, under the command of Captain Hudson, was again in March last, by your direction, placed at the service of the Atlantic Telegraph Company to co-operate with those furnished by the British government in another effort to lay the Atlantic cable. Leaving New York on the 9th of March she arrived in England on the 23d. From this time forward, until the final accomplishment of the great enterprise, her officers and men devoted themselves to it with a zeal and energy which contributed largely to its success and entitled them to the highest commendation. Having reached Trinity Bay on the morning of August 5th, and fully performed that part of the work entrusted to her, she returned to New York, where she arrived on the 18th and was put out of commission. Although there should prove to be a fatal defect in the cable, yet the enterprise has been successful, for it has been demonstrated to the world that the object is not only not impracticable but that it can easily be accomplished.

It was deemed a fitting sequel to her participation in that enterprise of science, that the Niagara should next be engaged in an enterprise of distinguished philanthropy. The brig "Echo," an African slaver, having been captured by the Dolphin, under Lieutenant Maffitt, on the coast of Cuba, and brought into Charleston with her cargo of 306 slaves, you determined promptly, in obedience to an act of Congress, to restore them to their native Africa and to provide for them for the term of one year at the expense of the United States. Orders were accordingly given to the Niagara to proceed upon this mission. Within one week from the date of her orders, with most commendable despatch, she was at sea. Leaving New York on the 13th of September, under the command of Captain Chauncey, she arrived off Charleston on the 18th, the next day received the captive Africans on board, then 271 in number, and on the day following set sail for Liberia, where under a contract with this government they were to be received and humanely provided for by the African Colonization Society at the expense of the United States. They were accompanied by Dr. Thomas Rainey, who was appointed agent under the act of Congress, to receive them on the coast of Africa, and to see that the humane purposes of this government were carried into effect.

It was the intention of the Department to have again, during the present year, assigned to the steam frigate Susquehanna, under Captain Sands, the duty of assisting in laying the Atlantic telegraph cable, but in the month of March last, while she was lying in the harbor of San Juan del Norte, the yellow fever made its appearance on board, and prevented her from again participating in that enterprise. Having been detained at quarantine in New York, during the summer, she has but recently been removed to Brooklyn. On her way home, she was obliged to put into Jamaica. When she arrived at Kingston, Sir Houston Stewart, the Admiral of the port, placed the hospital at the disposal of the sick, and furnished every assistance for landing them. Eighty-five of them were transferred to the hospital. The surgeon of the ship being disabled by the fever, Assistant Surgeon Rose, of the British navy, volunteered to attend the sick in

his place, and to accompany her to New York. The Department communicated to him its high appreciation of this noble and generous act of disinterested philanthropy. On those who were left at Port Royal every attention was bestowed, and every provision made for their comfort, by the authorities. To Admiral Stewart, Commodore Kellett, Captain Hay, Dr. Kinnear, of the hospital, and the medical officers under him, the Department expressed, through the British Minister at Washington, its warmest acknowledgments for their prompt and efficient assistance. For the expenses incurred in the treatment of the sufferers at Port Royal, the Lords Commissioners of Admiralty have declined to make any claim upon this government.

The five steam sloops-of-war authorized by the act of March 3, 1857, will soon be completed. The one built at New York, by Mr. Westervelt, under contract with the government, will be ready for trial at sea during the present month. That built in the navy yard at Philadelphia has been launched, and will be ready for trial in March. Those built at the Charlestown and Gosport navy yards will be ready for launching during the present month, and for sea by July. The other, built at Pensacola, will be launched in the spring. The machinery of two of them is under construction at the Washington and Gosport navy yards; that of the other three at private establishments. They are all sloops-of-war of the first class, and can be employed to advantage on any of the foreign stations, instead of larger and more expensive vessels.

The seven steam screw sloops-of-war and one side-wheel war steamer, authorized by act of June 12, 1858, are in a state of great forwardness. Five of them will be launched during the present month, and be ready for sea by May next; and the other two screw steamers will be launched early in spring, and be ready for trial by June. The side-wheel steamer is building at the navy-yard in California, will be launched in the ensuing spring, and be ready for sea in August. They are all within the limit of draught prescribed by the act of Congress; and the steam machinery of all of them has been contracted for with private establishments after public advertisement.

In the construction of the steamships authorized by the acts of Congress referred to, it has been the aim of the Department to combine speed and power with strength in the highest practicable degree for vessels of their class. Accordingly models have been selected with particular reference to their adaptation to the greatest attainable speed, and contractors for the engines and machinery under the act of last session, have been required to guaranty the result of their plans by stipulating for the number of revolutions to be performed in a given space of time. In combining the skill of the constructor and engineer for the accomplishment of the paramount object of extraordinary capacity for speed, I have not confined myself to the limits of the navy, but have looked elsewhere beyond that narrow boundary, that the country might have the benefit of the highest skill, wherever it might be found.

In placing an estimate upon the value of high speed, the importance of it has not been too highly appreciated. Of two war vessels—the equals of each other in every other respect—the one which has

the greatest speed has a decisive advantage over the other, and in a contest is most sure to win the mastery. The time has gone by when steam can be regarded in any other light than as the principal motive power on the water for warlike purposes. It is impossible any longer to regard the unsteady and uncertain power of the wind as anything more than an auxiliary power, subordinate to that of steam.

In the construction of a war vessel, everything connected with it has ultimate reference to a single point, the use of the gun; by which alone, as the means or instrument of power, important results are to be accomplished. To place it in the presence of the enemy or beyond his reach in the shortest possible time, and to use it with the greatest possible effect, is the great object to be sought for in the construction of a navy or the maintenance of its auxiliary establishments. It is to attain this object that the skill of the departments of ordnance, of construction and of engineering, is taxed to the utmost. In the first place, we have aimed to select and adopt the arm which combines the greatest strength, range, accuracy, and power. In the Dahlgren gun we have found what we want, and it is believed there is no gun in any service that surpasses it in these qualities. In the use of it, by training a corps of skilful gunners, by constant instruction, and by universal practice at sea, according to the requirements of the naval service, we have attained the greatest perfection in celerity of movement and accuracy of aim. Having these advantages in the gun and its use, we have next endeavored to secure that model of a war vessel propelled by steam which would encounter the least resistance in its passage through the water, when, of course, so far as the form of the vessel is concerned, the greatest speed will be attained. And finally, as side-wheel steamers are scarcely admissible for fighting purposes, we have endeavored to apply the power of steam to war propellers in such manner as to give the vessel the greatest capacity of rapid movement, so that whether it be the object to overtake an enemy, or to escape from a superior force, or to seek its safety in any other emergency, it may be able to exert its capacity for speed to the utmost extent; while, on the other hand, at other times it may use its steam power very sparingly, or not use it at all. So great is the zeal of those connected with this branch of the public service that I feel assured they will not rest satisfied until they have given to the service the fastest war ship which skill and science can produce.

All our past experience has evinced the necessity of an increase of the navy. It is impossible with our present naval force to give adequate protection to the persons and property of American citizens pursuing their various avocations by land and sea in all parts of the world. What we more especially need in time of peace is a larger number of vessels capable of entering the rivers and harbors of all foreign countries as well as our own. Such is the condition of Mexico and of the Central and South American States that it is indispensably necessary that we should be able to approach them frequently, and at every accessible point. There is no other mode of extending effectual protection to American interests in that or any other quarter of the globe where the existing governments lack stability, or, for other causes, cannot be relied on for the performance of international duties. The

frequent presence of a ship-of-war, though not of the largest class, exerts a powerful restraining influence, and will generally save our citizens from the infliction of gross injustice. There are still other reasons for a considerable augmentation of our naval force.

The commerce of the United States has increased with such unprecedented rapidity that we are already one of the greatest commercial powers of the world. Frequenting all seas and visiting all countries, it is vain to suppose that it can be protected by a few ships of the larger classes. The only mode of doing it in an effective and economical manner is to give the navy greater efficiency by multiplying the number of smaller vessels of light draught and powerful armament, capable of following commerce into whatever waters it may frequent, and of which four or five can be built and maintained in commission for the cost of a single frigate or ship of the line. Twenty effective vessels of the smaller class can be built and kept at sea for what it would cost to build and keep at sea four or five vessels of the larger class. And when this fact is considered in connexion with another, that well armed ships of this description traversing the high seas, visiting the ports of remote nations, displaying a national flag as the representative of a great confederation of free States, are usually in time of peace as powerful for all protective and preventive purposes as any other, while they are useful and formidable in war, the argument becomes irresistible for the employment of a much larger number of them.

This view does not yet exhaust the subject. We have an immense seacoast, indented by a thousand harbors, most of them of no great depth, which needs the constant attention of government on both the Atlantic and Pacific oceans. The waters of the Gulf of Mexico and those contiguous to it, the great highway of the immense commerce of the Mississippi and that between our Atlantic and Pacific possessions, are to be guarded, like inland seas, with jealous care, and should be made to swarm with these floating fortifications. The United States should be present and have a predominating influence over the American continent, and, in order to maintain it, should have the means of causing their power to be felt at any point wherever and whenever it might be necessary.

These great leading objects can be accomplished by increasing the effective force of the navy, and they can in a great degree be accomplished in the mode proposed, without any considerable increase of expenditure. Let Congress increase the number of our heavy armed vessels of light draught until we can frequently display our flag at every point where American interests shall need its protection, and the work will be already done.

Under different circumstances from those which now exist; if we were not in the midst of commercial and financial embarrassments; if we were in our usual condition of an abundant revenue and an overflowing treasury, I should not hesitate to recommend that we resort at once to the general policy of maintaining a more powerful navy, on the ground that it is required for defence, and will be necessary to maintain our rights and the honor and character of the country. Although it may be delayed, yet the time will soon come when this

policy will be forced upon us under circumstances of great disadvantage, if not voluntarily adopted. For the present, however, I shall reluctantly content myself with urging the supply of our immediate and pressing wants by the construction of a larger number of war steamers of the smaller classes, such as were authorized by the act of Congress of the last session. The addition of at least ten more vessels of that description, of as great speed, light draught, and powerful armament as their character and tonnage will permit, is not only a necessary measure, but will be found to be as efficient as any that can be devised requiring so small an expenditure of the public money.

The Naval Academy at Annapolis, under its present superintendent Captain George S. Blake, continues to give marked evidence of its great usefulness. Fifteen acting midshipmen graduated in June last, and of seventy-six candidates for admission in September, fifty-six were found qualified and were admitted. The number of acting midshipmen now attached to the academy, is one hundred and eighty-nine.

The board of officers appointed to witness the annual examination of the classes and report on the condition of the academy, speak favorably of the police discipline and general management of the institution. They concur in the recommendation of previous boards, that the standard of qualifications for the admission of candidates be raised, or that a course of preparatory study be provided, so as to bring them to a more uniform degree of attainments. They recommend that acting midshipmen, be required to bind themselves to serve a certain period after passing through the academic course of studies; that teachers of French and Spanish be attached to our ships on foreign stations; that a practice ship be permanently attached to the academy for the instruction of the acting midshipmen, and that every encouragement be held out to induce men specially qualified by their professional attainments and general good character, to engage and remain permanently in this service.

To enable me to accomplish this latter object and to transfer to the Naval Observatory, where they are much needed, the naval professors of mathematics now employed at the academy, I would earnestly recommend that authority be granted by Congress to do for the navy as has been done at West Point for the army, organize a corps of professors at the academy composed of civilians, with such compensation as will command the highest abilities for this most important service.

The sloop-of-war Preble, under Commander Craven, having been detailed as a practice ship with a view to the instruction of the acting midshipmen at sea in navigation and seamanship, sailed from Hampton Roads in June last, with ninety-seven pupils on board. The ports of Cherbourg and Cadiz, and the Island of Madeira, were visited during the cruise, and the ship returned to Norfolk in September. Commander Craven speaks in very favorable terms of the zeal and proficiency exhibited by the youths under his command, and of the marked improvement they made during this short cruise in the practical duties of their profession. His report is herewith submitted.

I cannot omit to invite attention to the very inadequate provision that has been made for the accommodation of midshipmen at the Naval Academy. The number of midshipmen authorized by law is 464, and the whole number in the service is but 236. Of these there are at the Academy 189; while provision has been made there for only 180; and there are thirty-three congressional and territorial districts still vacant, having no midshipmen at the Academy or elsewhere in the service. The Academy is already crowded to overflowing, and should these vacancies only be filled, without filling the whole number of vacancies in the corps which are now 228, the pupils could not be accommodated. In this state of things, no appointments could be made during the present year, except from the districts which have no midshipmen in the service. As this is the only mode of gaining admission into the navy, the way appears to be very effectually blocked up, and there is and must be consequently, a great deficiency of officers in the lower grades of the service; an evil which cannot fail seriously to detract from the efficiency of this great arm of the public defence.

The present effective strength of the medical corps does not exceed 59 surgeons and 70 assistants. The wants of the service for the ensuing year will require for duty at sea 39 surgeons and 70 assistants; for shore duty 26 surgeons and 17 assistants; making a total of 65 surgeons and 87 assistants, required for active duty. This deficiency in the medical corps of the navy cannot be neglected without subjecting the lives of those engaged in this branch of the public service to unreasonable and culpable exposure. The naval establishment has from time to time been increased, while no corresponding increase has been made in the number of medical officers, that remaining nearly the same now as forty years ago. Since the year 1815, Congress has increased the number of captains from 32 to 76; of commanders from 18 to 106; of lieutenants from 140 to 327; while the medical corps, which then numbered 120 members, has now but 149, including at least 20 who are incapacitated for active service. The recent addition of a considerable number of steam vessels to the navy will necessarily create an increased demand for the services of officers at sea; while the greater activity which now prevails in it, and is likely hereafter to prevail, will still farther increase that demand. To meet the immediate wants of the service, an addition of twenty to the present number of surgeons and as many additional assistant surgeons will suffice. With that number, the stations on shore and vessels at sea may be supplied, and a short interval of relief from duty allowed an officer on his return from a cruise.

There are now 64 pursers in the navy. Of these, 31 are on sea duty, 17 on shore duty, and 16 on leave or waiting orders. In the list of pursers on leave are included those who, from age or physical infirmity, are unfit for duty, and those who have just returned from sea and are engaged in settling their accounts. There are at the present time 16 vessels in commission which should have pursers, but have none. In nine of these vessels the duties of purser are reluctantly performed by the commanding officer, who is required to perform them

with great exposure to pecuniary loss, and with no additional compensation. While he is thus compelled to devote his attention to duties not appropriate to his profession, he is placed in a false position towards the men under his command, and in every question relating to their accounts is required to be sole umpire between himself and them. In some cases a purser is assigned to duty for more than one vessel at the same time, when, of course, he is often obliged, without any immediate oversight, to trust to the responsibility of a clerk such as can be employed for the small compensation allowed by law. It would be advantageous to the service if Congress would authorize the appointment of a small number of additional pursers. Fifteen or twenty would be sufficient for the present.

In my last annual report it was recommended that the privates of the marine corps be increased to the number of two thousand. The number at present is 1,568. Of these, 568 have been employed under the act of March 3, 1849, authorizing the substitution of landsmen as marines. Two hundred of these have recently been temporarily substituted under the provisions of that act for the purposes of the Paraguay expedition. This number of privates, now again recommended, is necessary for the service, to furnish the proper guards for shore stations and for vessels at sea. It will require the usual proportion of commissioned and non-commissioned officers to organize the corps thus increased with the proper degree of efficiency.

By the act of June 12, 1858, making appropriations for the naval service, the Secretaries of the Treasury and Navy were "authorized and required to ascertain, in such way as they may deem best, the actual value of the ten acres of land heretofore belonging to the navy hospital estate at Chelsea, and ceded by the 6th section of the act making appropriations for the civil and diplomatic service of the government, approved March 3, 1855, for the purposes of a marine hospital for the district of Boston and Charlestown;" and the Secretary of the Treasury was directed "to pay the so ascertained value of the said ten acres, out of any money in the treasury not otherwise appropriated, to the credit of the naval hospital fund, out of which the original purchase of the property so ceded was made."

In pursuance of this act, a commissioner was appointed in November last by each of the departments to ascertain the value of the land. They were authorized to appoint a third party to act with them. Surgeon Whelan, Chief of the Bureau of Medicine and Surgery, was appointed by me, and Major A. H. Bowman, of the Corps of Engineers, was appointed by the Secretary of the Treasury. The third party, Samuel Hatch, Esq., of Boston, was selected by them. After examining the land in question, and carefully considering the subject, they unanimously awarded that there should be paid by the Treasury Department to the navy hospital fund for this lot of ten acres of land the sum of fifty thousand dollars.

The board of officers, consisting of Commodores McCauley and Lavallette and Commanders Marchand and Steedman, heretofore appointed to prepare a code of signals for the use of the navy, have reported a

code which, on the 13th of July last, was adopted by the Department. It embraces day, night, and fog signals, and has been printed and partly distributed to vessels in commission.

The act making appropriations for the naval service, passed March 3, 1857, directed the Secretary of the Navy "to have prepared and to report to Congress, for its approval, a code of regulations for the government of the navy." Such code I have had prepared by a board of officers, convened at Washington on the 7th of August, 1857, consisting of a captain, commander, lieutenant, the lieutenant colonel of the marine corps, a purser, and a surgeon; and now, in obedience to the act, I report the same, that it may be laid before Congress. And in doing so, in order to avoid misconstruction, I beg leave to say that I entirely dissent from the course of giving to a code of regulations, descending into all the *minutiæ* of unimportant details, the force of law. The authority of the commander-in-chief of the army and navy is adequate to the establishment of such regulations, as should be varied, modified, or suspended, from time to time, according to the exigencies of the service, and could not have the stability of law, without subjecting it to the greatest inconveniences and embarrassments. It would be incongruous to remedy these difficulties by making a code, thus sanctioned, subject to be amended, altered, modified, suspended, or repealed, in whole or in part, by the executive. And if the commander-in-chief were to be tied up by these regulations, so that his constitutional authority to command must not come into conflict with them, they would go far to repeal it.

The board has also reported, in the form of regulations, a code of laws for the government of the navy. This is not obnoxious to the same objections as a code of minute regulations enacted by Congress, because the subjects embraced in it are properly subjects of legislation which should not be left to executive discretion. This code is not a new one, but is composed of existing laws with some amendments.

The continuation of the exploration of the Parana and tributaries of the Paraguay, which was placed under the charge of Commander Thomas J. Page, has been somewhat retarded by his connexion with the naval expedition to Paraguay, sent out under authority of the act of Congress of last session. The small steamer Argentina, contracted for with Mr. Forbes, of Boston, to be used in the exploration, and at the date of my last report nearly completed, arrived at Buenos Ayres on the 19th of April, and was delivered to Lieutenant McGary, who, with others of the surveying party, had arrived there on the 29th of March. They proceeded in the steamer to Rosario on the Parana, and there awaiting the arrival of Commander Page, engaged in such preliminary surveys and other work of exploration as could be successfully prosecuted in his absence. The charts compiled from the results of the former survey of the La Plata and its tributaries having been completed, the office was closed on the 30th of September last.

The expedition sent to New Granada by the War and Navy Depart-

ments, to survey a route for a ship canal from the Atlantic to the Pacific through the Atrato and Truando rivers, in pursuance of the act of Congress of March 3, 1857, making appropriations for the naval service, returned in safety in May last, having accomplished the enterprise in which they were embarked. The particular object of it was to verify a former survey. Lieutenant Craven, of the navy, and Lieutenant Michler, of the army, who were detailed for this service, have not yet completed the labor of reducing their data to a result. It is understood they differ in opinion as to the feasibility of a ship canal from ocean to ocean in the contemplated route. As soon as the report shall be presented to the Department, it will be transmitted to Congress.

The resolution of the Senate of the 13th of April last, instructed the Secretary of the Navy to cause a thorough examination of the iron, coal, and timber of the Deep River country in the State of North Carolina, and to report at the next session of Congress upon the expediency of establishing, at some point in that State, machine and workshops for the construction of engines, boilers, &c., for naval vessels. In compliance with this resolution I appointed a commission, consisting of Captain Wilkes, Messrs. Hunt and Martin chief engineers, and Mr. Pook naval constructor, to make the examination. This examination has been made, but the report has not yet been presented to the Department.

The Home squadron, under the command of Flag Officer McIntosh, at present consists of the Roanoke, Savannah, Jamestown, and Saratoga. The St. Louis is preparing to join it. The Susquehanna, Plymouth, Fulton, and Dolphin have recently been withdrawn from it, the two la ter having been ordered to Paraguay.

Flag Officer Long commands the Pacific squadron, now consisting of the Merrimac, Saranac, St. Marys, Cyane, Vandalia, and Decatur. The John Adams recently belonging to it, returned from the Pacific in April last.

The Mediterranean squadron commanded by Flag Officer Lavallette, consists of the Wabash and the Macedonian. The Congress returned home from this station in January, and the Constellation in June last.

The Brazil squadron has consisted of the St. Lawrence, the Falmouth, and the Perry, under the command of Flag Officer Forrest. This squadron has recently been largely reinforced as already mentioned, and Flag Officer Shubrick will succeed to the command of it on his arrival with the Sabine.

The African squadron is still under the command of Flag Officer Conover, and is composed of the Cumberland, Vincennes, Dale, and Marion. The St. Louis returned from this station in February last. The Bainbridge having joined this squadron in the spring, has recently been transferred to the Paraguay expedition.

The Powhatan, Minnesota, Mississippi, and Germantown compose the East India squadron under Flag Officer Tattnall. From this squadron the Levant returned home in April, the Portsmouth in June, and the San Jacinto in August. The Minnesota has received orders to return home, and may now be on the way.

The Dolphin, under the command of Lieutenant Maffitt, while

cruising on the north coast of Cuba, captured, on the 21st of August last, a brig having on board 318 Africans. She surrendered under American colors and proved to be "The Echo," formerly "The Putnam." When first seen she was standing towards Key Verde, apparently with the intention of landing her cargo. Her officers and crew numbered eighteen persons, several of them Americans. She was placed under the command of Lieutenant J. M. Bradford, with Lieutenant Carpenter and a crew, with orders to proceed to Charleston, where she arrived and was delivered, with 306 Africans, to the United States Marshal for the district. The crew of the slaver were held for trial and the Africans sent back to Africa. The captain of the Echo was transferred to the Dolphin and taken, by way of Key West, to Boston, where he was delivered to the authorities.

As there was reason to suspect, from information communicated to Lieutenant Maffitt, that other American vessels were engaged in the slave trade, and would shortly arrive on the north coast of Cuba, the United States steamer Despatch, under the command of Lieutenant Parrott, was sent to that vicinity to intercept them. She had been cruising for several months in the Gulf of Mexico for a similar purpose, in consequence of rumors that attempts would be there made to land cargoes of slaves within the limits of the United States. But the cruise of the Despatch has proved that these rumors were unfounded.

The sloop-of-war Marion, under Commander T. W. Brent, attached to the African squadron, and cruising on the southwest coast of Africa, on the 8th of September last, off Mayumbra, fell in with the American Ketch, "Brothers," James Gage master, just from Havana, bound for the river Yaire or Congo, and finding in her what in his opinion was ample evidence to justify it, seized her as engaged in the slave trade contrary to the act of Congress. She was immediately put under the command of Lieutenant E. E. Stone, with Midshipman N. Green and a crew, and sent to the port of Charleston, South Carolina, as the port to which she belonged, to be delivered with the crew and cargo into the custody of the United States Marshal for that district. She arrived there on the 11th of November last, and is now in the hands of the authorities to be proceeded against according to law.

Flag Officer McIntosh with his flag-ship the Colorado was instructed to visit the city of St. Domingo to inquire into the indignities reported to have been offered to the United States commercial agent at that port, to demand certain documents that had been refused in the case of the American schooner "Charles Hill," and to take such measures as might be necessary for the security of American citizens during the civil war prevailing in that quarter. He found Baez, the President, in the city besieged by Santana, who soon assumed the reins of government. He obtained the documents which he demanded, and the most satisfactory assurances that the flag and citizens of the United States should receive the respect and protection due to them.

The Saratoga, under Commander Thomas Turner, and the Plymouth, under Commander Dahlgren, touched at the island of Navassa, in pursuance of instructions, to look after the interests of our citizens engaged in removing therefrom a deposite of guano. They had been interrupted by two Haytien war vessels and ordered to cease their operations

and leave the island. This island is about 45 miles from St. Domingo, and 75 from Jamaica. Commander Turner, the senior officer, had been instructed to investigate the matter and to give such protection as circumstances should require. Finding the complaints of our citizens to be well founded he proceeded to Port au Prince, communicated the views of our government, and remonstrated against the course pursued towards those who were engaged in removing guano from the island of Navassa. He afterwards touched again at the island and found all things well. The men had resumed their operations and no further interruption was anticipated.

The sloop-of-war Plymouth, under Commander Dahlgren, while attached to the Home Squadron, visited Tampico in October, in consequenc of certain forced loans levied upon American residents by General Garza, the Governor of Tamaulipas. Commander Dahlgren, in company with the United States consul, had an interview with General Garza and remonstrated against his measures. Subsequently, on the arrival of the Plymouth at Vera Cruz, he represented in person to President Juarez the improper course which General Garza was pursuing and obtained from him the assurance that the proceedings complained of were contrary to regulations, and that no such levies would be exacted in future.

The Fulton, under Lieutenant Almy, was sent in the spring from the Central American coast to inquire into the circumstances attending the detention of American merchant vessels at Tampico. He arrived off the bar April 13. Lieutenant Almy found the two forces, government and revolutionary, arrayed against each other, the latter under Gen. Garza, besieging the city. Five American vessels had been fired into and detained; one seized, half the cargo thrown ashore, and the Captain imprisoned. General Garza had established a custom-house at the entrance of the river, where he required all merchant vessels to pay duties, and detained such as refused, although they had already paid duties at the government custom-house at Tampico. Lieutenant Almy entered the river with the Fulton, placed her in position with her guns ready, and remonstrated against the action of General Garza, demanding the release of the captain and the vessels which were detained, all which was granted. Lieutenant Almy's course was fully approved by the Department. The Fulton remained at Tampico until May, when peace and quiet had been restored.

At San Juan del Sur in Nicaragua, in August, two citizens of the United States were seized in their houses by the military authorities and unjustly thrown into prison. Captain Kelly of the steam frigate Saranac, then lying in the harbor, satisfied of the injustice of their imprisonment demanded their release, and threatened to effect it by force. Before the threat was carried into execution, though not until preparations were made for that purpose, they were released, and the affair passed off without serious difficulty; the military governor, who had been absent, returning home and disapproving of the action of his deputy.

Flag Officer Forrest, of the Brazil squadron, in January last landed a detachment of marines at Montevideo. When he arrived there a portion of the people had taken up arms and were advancing to the capital. The government applied to the foreign agents to land an

armed force to protect the lives and property of the foreign residents. A sufficient force was thereupon landed from the vessels present, and Flag Officer Forrest selected to command it. A strict neutrality was observed. The detachments returned to their respective ships in about ten days, without coming into collision with the revolutionists, they having capitulated on their approach to the capital.

These particular instances of direct interference are mentioned as illustrative of the manner in which the officers and vessels attached to the several squadrons are employed in protecting American interests within the limits of their respective stations. They are actively engaged in visiting important points, displaying the American flag in remote seas, interposing when necessary, inspiring our citizens in distant countries with a feeling of security, and exerting a salutary influence over those who might otherwise be disposed to annoy them. At no period when we were not actually engaged in war has the navy been more actively employed than during the past year.

To the reports from the several Bureaus I refer for a more particular account of their transactions than I have been able to give consistently with the brevity required in a general report. They show the condition of the navy yards, of the naval asylum, hospitals and magazines, of the ordnance department proper, the Naval Academy, the Naval Observatory, the new ships-of-war under construction, and the complete and ample provision made, with some exceptions which have been noticed, for the wants of those engaged in the naval service. They exhibit statements of expenditures in their respective branches, and estimates in detail of what will be required for the ensuing fiscal year. To one recommendation in relation to the naval asylum I would particularly advert—that of permitting the disabled or worn out seaman who has a home of his own, to which he has returned to pass the remainder of his days, to remain there and receive an annual stipend in money, instead of compelling him to leave it and resort to the asylum to obtain the benefit of the provision which the government has made for him out of his own earnings. I would recommend the enactment of a law authorizing this to be done.

I transmit, herewith, a communication from the Superintendent of the Naval Observatory, setting forth what has been accomplished by him and those under his immediate supervision, and what are now the wants of the institution. In reference to some of these wants I would observe that they arise from exigencies of the naval service, which are deemed more imperative than some of the astronomical duties which have been supposed to fall within the scope of the Naval Observatory. These duties are committed to the charge of a distinguished astronomer, who is aided in the performance of them by the professors of mathematics. The other duties of the Naval Observatory connected with the examination of the logs of vessels transmitted there, the ascertaining of prevailing winds and currents, and the preparation of sailing directions, are supposed to be within the competency of accomplished naval officers who have graduated at the Naval Academy with distinction, and in detailing them for duty at he Naval Observatory special reference is now always had to their

qualifications for this service. In commending the subject of this communication to particular attention I should do injustice to my own convictions were I not to express my high appreciation of the labors of Commander Maury, bestowed upon his Wind and Current Charts and Sailing Directions for many years past, and of the benefits conferred by him upon commerce by giving the results of those labors to the world. They are, in fact, part and parcel of the present universal policy of civilized nations to shorten and accelerate the transit from place to place, for all purposes of commerce and intelligence, to the utmost possible extent.

For the support of the navy and marine corps, and all other objects under the control of the Navy Department, for the fiscal year ending June 30, 1858, the estimates were $13,803,212 77; appropriations, $14,240,247 27; expenditures, $13,870,684 76; there having been some curtailment of expenditures by reason of the falling off of the revenue.

For the fiscal year ending June 30, 1859, the estimates were $14,616,298 23; appropriations, $14,508,354 23, these having been largely retrenched in consequence of the diminution of the revenue, and again increased by appropriating $1,200,000 for eight light draught war steamers, which were not embraced in the estimates.

For the fiscal year ending June 30, 1860, the estimates are $13,500,370 80, including $674,000 for completing the eight light draught steamers authorized at the last session of Congress, and not including the usual compensation of $935,850 for steamship mail service, which will then be discontinued.

These estimates for the fiscal year ending June 30, 1860, are, for the navy proper, $9,470,879; for the marine corps, $703,394 55; and for all other objects $3,326,097 25.

I have the honor to be, very respectfully, your obedient servant,

ISAAC TOUCEY,
Secretary of the Navy.

The PRESIDENT *of the United States.*

List of papers accompanying the annual report of the Secretary of the Navy, December 6, 1858.

A.—List of deaths, resignations, and dismissions in the navy since the last report.

B.—Code of regulations for the government of the navy, prepared by direction of act of Congress, passed March 3, 1857.

C.—Report of board of officers appointed to witness the examination of acting midshipmen, and examine into the state of the police discipline and general management of the Naval Academy, at Annapolis, Maryland.

D.—Report of the cruise of the practice-ship Preble, under Commander Craven, commandant of midshipmen.

E.—Communication from Commander Maury, Superintendent of the Naval Observatory, &c., in relation to the work accomplished at, and the wants of that institution.

F.—Report of Professor Winlock, of the progress and state of preparation of the Nautical Almanac under his charge.

No. 1.—Estimate of appropriations required for the office of the Secretary of the Navy, and the southwest executive building, for the fiscal year ending June 30, 1860.

No. 2.—Report and detailed estimates of the Bureau of Yards and Docks.

No. 3.—Report and detailed estimates of the Bureau of Ordnance and Hydrography, including those of the Naval Academy, Naval Observatory, and Nautical Almanac.

No. 4.—Report and detailed estimates of the Bureau of Construction, Equipment, and Repair.

No. 5.—Report and detailed estimates of the Bureau of Provisions and Clothing.

No. 6.—Report and detailed estimates of the Bureau of Medicine and Surgery.

No. 7.—Report of the commandant of the marine corps, and detailed estimates from the paymaster and quartermaster of the corps.

No. 8.—General estimate (civil) of the office of the Secretary of the Navy and bureaus of the department.

No. 9.—General estimate, southwest executive building.

No. 10.—General estimate for all objects under the control of the Navy Department.

No. 11.—General estimate for the navy, proper.

No. 12.—General estimate of the marine corps.

No. 13 —General estimate for special objects under the control of the department.

No. 14.—Statement of the Second Comptroller of the appropriations for the Navy Department, viz: balances on the 1st of July, 1857; appropriations for 1857–'58; re-payments and transfers for the same time; amounts applicable to the service of the year 1857–'58; amounts drawn from the treasury by requisition during the same period, and balances on hand June 1, 1858, with the sums which have been carried to the "surplus fund," specially designated.

No. 15.—Abstract of expenditures under the head of "contingent expenses of the navy," as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1857, to June 30, 1858.

A.

List of deaths in the navy, as ascertained at the department, since December 1, 1857.

Name and rank.	Date.	Place.
Captains.		
William V. Taylor	Feb. 11, 1858	Newport, Rhode Island
M. C. Perry	Mar. 4, 1858	New York
Benjamin Page	April 17, 1858	....do
T. Ap C. Jones	May 30, 1858	Fairfax county, Virginia
Lieutenants.		
Garrit V. Denniston	Feb. 17, 1858	New York
T. Lee Walker	Mar. 17, 1858	Coast of Africa
Henry A. Steele	June 29, 1858	Wilmington, Delaware
J. Dorsey Read	July 8, 1858	Dalton, Georgia
Albert A. Holcomb	Aug. 9, 1858	Vicksburg, Mississippi
Surgeons.		
Benajah Ticknor	Sept. 20, 1858	Ann Arbor, Michigan
Pursers.		
A. J. Mitchell	Dec. 23, 1857	Erie, Pennsylvania
F. B. Stockton	Jan. 15, 1858	Baltimore, Maryland
Samuel P. Todd	May 10, 1858	Brooklyn, New York
William Sinclair	May 22, 1858	New York
Master.		
John Quinn	Sept. 21, 1858	Philadelphia
Boatswains.		
Amos Colson	Mar. 17, 1858	Pensacola
Henry Brooks	June 29, 1858	New York
Edward Crocker	July 22, 1858	Portsmouth, Virginia
Robert Whittaker	Sept. 27, 1858	Charlestown, Massachusetts
Gunners.		
James A. Gates	Dec. 13, 1857	Hong Kong, China
James M. Woodward	Dec. 21, 1857	Pensacola
Asa Curtis	Sept. 11, 1858	On board St. Lawrence, Rio de Janeiro
Carpenter.		
John Cahill	July 24, 1858	Baltimore, Maryland
Sailmaker.		
Henry Stremmell	April 21, 1858	On board Germantown, East Indies
Second Assistant Engineer.		
John Hollins	June 4, 1858	Steamer Granada

A—Continued.

Name and rank.	Date.	Place.
Third Assistant Engineers.		
William R. Schley	Feb. 25, 1858	Valparaiso, Chili
William L. Walters	May 27, 1858	Panama
Marine Corps.		
Brevet Captain William L Young	Dec. 12, 1857	Near Washington, D. C
First Lieutenant H W. Queen	April 4, 1858	At sea, on board Susquehanna
Captain B. E. Brooke	Nov. 28, 1858	Washington, D. C,
Naval Storekeeper.		
P. J. Fontané	Aug. 28, 1858	Key West

List of resignations in the navy since December 1, 1857.

Name and rank.	Date of resignation.
Lieutenants.	
Edwin F. Gray	December 28, 1857
De Grasse Livingston	October 25, 1858
William E. Boudinot	November 17, 1858
Surgeon.	
William A. Nelson	July 28, 1858
Passed Assistant Surgeons.	
Robert Carter	July 3, 1858
James S. Gilliam	December 2, 1858
Assistant Surgeons.	
John C. Coleman	February 1, 1858
Michael O'Hara	June 22, 1858
Wyatt M. Brown	November 12, 1858
Pursers.	
John T. Mason, jr	January 2, 1858
Ezekiel W. Cullen	May 11, 1858
J. B. Danforth, jr	October 14, 1858
Master.	
John Sanford Barnes	October 1, 1858
Midshipmen.	
Gilman D. Gove	January 19, 1858
Luther C. May	August 21, 1858

A—Continued.

Name and rank.	Date of resignation.
Acting Midshipmen.	
Don A. Pardie	December 26, 1857
Frank Boyd	January 25, 1858
C. H. Orth	January 26, 1858
Francis Smith	January 30, 1858
Thomas H. Frierson	February 2, 1858
D. Talbot, jr	March 6, 1858
William Henry Marsh	do
Charles Polhemus	do
Hiram McVeigh	do
Howard Grimes	do
C. M. Jackson, jr	March 24, 1858
George H. Conklin	May 1, 1858
E. B Sturgeon	May 5, 1858
Frank Munroe	May 27, 1858
J. B Northrop	June 15, 1858
Archibald Graham	do
John F. Churchill	June 25, 1858
Andrew J. Clark	do
Charles T. Keeny	do
George A. Sleeper	do
John W. Haverstick	do
Douglass Lodge	do
Charles S. Livingston	do
William H. Wall	September 21, 1858
Robert L. McKinlay	September 28, 1858
Robert H. Porter	October 4, 1858
Samuel A. Ashe	October 11, 1858
M. G. McWilliams	October 20, 1858
Samuel W. Knipe	October 27, 1858
Robert L. Meade	December 2, 1858
Master's Mate.	
Adam Young	March 25, 1858
Boatswain.	
John J. Young	July 12, 1858
Acting Boatswain.	
William Daskum	July 21, 1858
Sailmaker.	
Henry W. Frankland	September 25, 1858
Second Assistant Engineers.	
William A. R. Latimer	May 31, 1858
Glendy King	September 7, 1858
Ten Eyck Biles	October 25, 1858
Third Assistant Engineers.	
Samuel Fiske	June 12, 1858
Franklin K. Hain	August 9, 1858

A—Continued.

Name and rank.	Date of resignation.
Third Assistant Engineers—Continued.	
Henry C. Victor	August 28, 1858
Z. K. Rind	November 10, 1858
Marine Corps.	
Second Lieutenant Myron C. Riggs	January 9, 1858
Second Lieutenant William Butterfield	May 1, 1858
Navy Agent.	
Albert Greenleaf	March 31, 1858
Naval Storekeeper.	
John R. Reding	June 1, 1858

List of dismissions in the navy since December 1, 1857.

Name and rank.	Date of dismission.
Lieutenant.	
E. C. Stockton	June 30, 1858
Passed Assistant Surgeons.	
John L. Burtt	September 2, 1858
Ashton Miles	December 1, 1858
Assistant Surgeons.	
T. Le Page Cronmiller	May 14, 1858
E F. Drayton	------do
Purser.	
John J. Jones	September 30, 1858
Acting Midshipmen.	
Amos O. Doolittle	December 24, 1857
C. L. Stanton	December 26, 1857
Thomas P. Farrington	October 25, 1858. (Ill health.)
Acting Boatswain.	
James G. Briggs	August 14, 1858
Gunners.	
Fred. A. F. Cunningham	August 20, 1858. (Deserted)
William S. Hatch	September 24, 1858

A—Continued.

Name and rank.	Date of dismission.
Acting Gunner.	
J. D. McCloskey	January 28, 1858
Marine Corps.	
Second Lieutenant Rufus A Whittier	June 30, 1858
Second Lieutenant John O. Payne	October 25, 1858
Navy Agent.	
Richard P. Ashe	December 19, 1857
Naval Storekeeper.	
Charles Tift	December 21, 1857
Coal Agent.	
Benjamin Tyson	May 22, 1858

B.

A CODE OF REGULATIONS FOR THE GOVERNMENT OF THE NAVY.

CHAPTER I.

RATES OF VESSELS OF THE NAVY AND COMPLEMENTS.

ARTICLE 1.

Rates of vessels of the navy.

The ships and vessels of the navy shall, for regulating commands and the pay of paymasters, be rated as follows:

1st. Ships of the line mounting over seventy guns, and steamers having complements of or over five hundred persons.

2d. Frigates or vessels mounting over twenty-four and less than seventy guns, and steamers whose established complements exceed two hundred persons.

3d. Sloops mounting over fourteen and not more than twenty-four guns, and steamers of the "first class," whose established complements are not less than seventy-five and not more than two hundred persons.

4th. "Small vessels," embracing all sailing vessels of not more than fourteen guns, and steamers of less than the "first class," having established complements not to exceed seventy-five persons.

ARTICLE 2.

Appropriate commands for captains, commanders, and lieutenants.

The appropriate commands for captains are vessels of the first and second rates; for commanders, vessels of the third rate; and for lieutenants, vessels of the fourth rate. Commands will be assigned accordingly, unless special circumstances should, in the opinion of the department, require a different arrangement.

ARTICLE 3.

No paymaster of over twelve years' service to be appointed to vessels of 3d and 4th rates.

In no case, when it can be avoided without injury to the service, shall a paymaster of over twelve years' total service, six years of which shall be sea service, be ordered to a vessel of third or fourth rates.

ARTICLE 4.

Table of complements to be established by the Secretary of the Navy.

The table of complements, as established from time to time by the Navy Department, shall regulate the number and class of officers,

seamen, and others who shall constitute the complement of each class of vessel.

ARTICLE 5.

When more officers are appointed than specified in complement table, to be borne as supernumeraries.

When the department shall think proper to order a greater number of officers to any vessel than the number specified in the table of complements, they are to be borne as supernumeraries for duty.

ARTICLE 6.

Commanders to be allowed as executive officers.

Commanders may be allowed as executive officers in ships of the line and frigates in which the commander of a squadron is embarked.

ARTICLE 7.

Commander of a fleet or squadron as supernumerary.

When the commander of a fleet or squadron shall not be the immediate commander of the vessel in which he shall be embarked, he shall be borne as a supernumerary.

ARTICLE 8.

Supernumeraries on board flag-ships.

The vessel in which the commander-in-chief of a fleet or squadron shall be embarked may bear as supernumeraries, by his order, one lieutenant, as his aid, one secretary, one cockswain, one officer's steward, one officer's cook, one seaman, and two ordinary seamen, and if not commanding in chief, the same persons, excepting the ordinary seamen; and when a captain of the fleet is allowed, he and one cockswain, and one seaman in addition, may be borne as supernumeraries, by order of the commander-in-chief.

ARTICLE 9.

How a deficiency of seamen is to be supplied. Ship not to be detained if she has nine-tenths of her complement of petty officers, &c.

In case of deficiency of "seamen," a vessel which may be otherwise ready for service is not to be detained if such deficiency shall not exceed one-fourth the number of seamen allowed in the table of complements, provided the deficiency can be supplied by an adequate number of "ordinary seamen;" nor shall a vessel, when under orders for service and otherwise ready, be detained if the whole number of petty officers and persons of inferior ratings on board shall be equal to nine-tenths of the whole number of such persons which may be allowed in the table of complements.

ARTICLE 10.

Secretary of the Navy may order vessels to sail with smaller numbers.

The department will at any time, if it deems expedient, direct vessels to sail with still smaller numbers, or otherwise modify the table of complements of vessels for particular service.

ARTICLE 11.

Commanders of vessels may supply deficiency of petty officers.

Unless otherwise specially directed, the commander of a vessel which shall leave the United States with a deficiency of petty officers or persons of inferior ratings, as compared with the established complements for such vessel, may supply such deficiencies by promoting qualified persons of inferior ratings, or by regular enlistments for such time, not exceeding three years, as may be deemed best for the public interests. Blank shipping articles will be supplied to all vessels by the commandant of the navy yard or station from which they may sail.

ARTICLE 12.

Vessels not embraced in table of complements.

Vessels which are not embraced in the table of complements will have their rates and complements established by special order of the Secretary of the Navy.

ARTICLE 13.

Distressed seamen.

Commanders of squadrons or of single ships on foreign stations may receive on board their vessels distressed American sailors, as supernumeraries, for pay and rations, without reference to the established complements of the ships.

ARTICLE 14.

They are to be amenable to laws, &c., of the navy.

Persons so received shall be amenable, in all respects, to the laws and regulations for the government of the navy.

ARTICLE 15.

Supernumerary officers shall take rank and do duty, unless.

An officer ordered to a ship as a supernumerary shall take rank and do duty as if belonging to the complement of the ship, unless otherwise ordered.

ARTICLE 16.

Officers as passengers not entitled to quarters.

An officer ordered for passage only will not be entitled to quarters to the prejudice of an officer of the regular complement; and in case of battle may serve as a volunteer, in such position as the commander may choose to assign him.

CHAPTER II.

RANK AND COMMAND.

ARTICLE 1.

Personnel of the navy.

The personnel of the navy shall consist of the following grades:
Commission officers.
Warrant officers.
Appointed officers.
Petty officers.
Seamen.
Second class firemen.
Ordinary seamen.
Coalheavers.
Landsmen.
Boys.

ARTICLE 2.

General military command.

Of the commission and warrant officers the following only shall exercise general military command, and in the order in which they are placed:
Captain.
Commander.
Lieutenant.
Master.
Second master in the line of promotion.
Passed midshipman.
Midshipman.
Boatswain.
Gunner.
Master's mate, if warranted.

ARTICLE 3.

Officers restricted in their right to command.

The other commission and warrant officers shall be restricted in their right to command to their own respective corps, unless specially extended. They are as follows:

Surgeon.
Paymaster.
Chaplain.
Chief engineer.
Passed assistant surgeon.
Assistant surgeon.
Professor of mathematics.
First assistant engineer.
Second assistant engineer.
Third assistant engineer.
Carpenter.
Sailmaker.

ARTICLE 4.

Pursers to be called paymasters.

The class of officers heretofore called *pursers* shall be denominated *paymasters*.

ARTICLE 5.

Acts relating to pursers shall apply to paymasters.

All laws, regulations, circulars, and orders, heretofore issued and now in force, having application to pursers, shall apply to paymasters.

ARTICLE 6.

Rank and command of commission and warrant officers.

The commission officers in each grade shall take rank, and when on duty shall be entitled to command according to the date of their respective commissions, and warrant officers according to the dates of their warrants, and when either shall be of the same date, then according to their position on the Navy Register.

ARTICLE 7.

Officers appointed to act in higher grades.

Officers who may be duly appointed to act in a grade superior to their own shall be entitled, whilst so acting, to exercise command and take precedence according to the grade in which they may be acting; officers so acting shall take rank with each other as in their regular grades.

ARTICLE 8.

Command in cases of riot or quarrel.

Any commission or warrant officer shall have authority to exercise command over any other officer, or petty officer, or person o

inferior rating, in case of riot or quarrel. And any person who shall in such case refuse to obey the order of such commission or warrant officer shall be punished at the discretion of a court-martial.

ARTICLE 9.

Appointed officers.

The appointed officers are the following:
Secretary to the commander of a squadron.
Clerk to a commanding officer.
Clerk to a paymaster.

ARTICLE 10.

Petty officers and their relative rank.

The petty officers of the navy are the following, and they shall take rank according to the following enumeration:
Master's mate, not warranted.
*Master-at-arms.
*Yeoman.
*Schoolmaster.
*Surgeon's steward.
*Ship's steward.
*Ship's corporal.
*Armorer.
*Cooper.
*Ship's cook.
Boatswain's mate.
Gunner's mate.
*Carpenter's mate.
*Sailmaker's mate.
Cockswain to the commander of a squadron.
Quartermaster.
Quarter gunner.
Cockswain.
Captain of forecastle.
Captain of maintop.
Captain of foretop.
Captain of afterguard.
Captain of hold.
Captain of mizzentop.
*First-class fireman.
*Painter.
*Master of band.
*Steward to the commander of a squadron.
*Armorer's mate.
*Cabin steward.
*Ward-room steward.
*Cabin cook.
*Ward-room cook.

Those petty officers marked with an asterisk (*) shall in no case succeed to command.

ARTICLE 11.

Precedence of petty officers with each other.

The precedence of petty officers with each other shall be established according to their order on the muster book of the ship in which they are embarked.

ARTICLE 12.

Order of precedence between officers of the navy.

The order of precedence between officers of the navy shall be as follows:

Section 1. Fleet surgeons with commanders, according to dates of appointment and commission.

Section 2. Surgeons other than fleet surgeons, paymasters, chaplains, and chief engineers, with lieutenants, according to date of commission: *Provided*, That those surgeons and paymasters who, previous to the adoption of this code, have been ordered to take precedence with commanders, shall so continue; and that no surgeon who has been so ordered shall be detailed for sea duty in any but vessels of the first and second rates, except when the department shall think proper to depart from this rule: *Provided, further*, That chaplains and chief engineers who have now been commissioned twelve years as such shall have precedence with commanders, and with surgeons and paymasters who take precedence with commanders.*

ARTICLE 13.

Precedence of assistant paymasters.

If a class of assistant paymasters shall be authorized by Congress, they shall take precedence with masters; but if such class shall not be appointed, then the paymasters who may be hereafter appointed shall for five years after their appointment have precedence with masters, and after that with lieutenants, counting from the expiration of the five years.

ARTICLE 14.

Precedence of passed assistant surgeons and professors.

Passed assistant surgeons and professors of mathematics shall have precedence with masters.

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* The vote on this article was as follows: Ayes 3—Commodore Shubrick, Commander Lardner, Lieutenant Maury. Noes 3—Colonel Harris, Purser De Bree, Surgeon Maxwell. Nothing being suggested in reference to the matter embraced therein upon which the board can agree, this article is respectfully submitted to the honorable Secretary of the Navy.

ARTICLE 15.

Precedence of assistant surgeons and first assistant engineers.

Assistant surgeons, first assistant engineers, and secretaries to commanders of squadrons, with passed midshipmen.

ARTICLE 16.

Precedence of second and third assistant engineers and clerks.

Second and third assistant engineers, and clerks to commanding officers and paymasters, shall have precedence with midshipmen.

ARTICLE 17.

Precedence of secretaries and clerks with each other.

Secretaries to commanders of squadrons, and clerks to commanders of vessels and paymasters, shall have precedence with each other, respectively, according to the rank of the officer to whom they may be allowed.

ARTICLE 18.

Precedence by date of commission or warrant.

When precedence is to be established by date of commission, warrant, or other reference to time, in any grade, and cases shall arise where there are two or more persons having the same date, they shall have precedence with each other according to the order in which they may stand upon the Navy Register.

ARTICLE 19.

Officer entitled to exercise general military command in command of a vessel, or on detached duty, shall command all other officers on same duty.

When any officer authorized to exercise general military command shall be in command of a vessel on any detached duty in which officers not so authorized may be embarked, or to which they may be attached for duty, or by order, such officer, whatever shall be his rank, shall be entitled to exercise command, and shall take precedence over the other officers while so embarked or attached.

ARTICLE 20.

Precedence of officers on boards, surveys, &c.

Whenever officers of the navy shall be directed to act together upon boards, councils, surveys, or other duty where their joint views or opinions are to be expressed, the officer entitled to precedence shall

preside, except in cases of councils of war or military commissions, when the presiding officer shall be one entitled to exercise general military command.*

ARTICLE 21.

Messes, senior officers, &c., to preside.

In all messes of officers the senior officer entitled to general military command shall preside.

ARTICLE 22.

Command of officers of medical, pay, and engineer corps.

Officers of the medical, pay, and engineer corps shall have rank in their own respective corps according to grade and date of commission or warrant in their grades, and shall have authority to exercise command accordingly, in matters relating to duties in their own corps, but not in any other corps, except as hereinbefore provided, conforming to the police regulations of the vessel in which they may be embarked.

CHAPTER III.

GENERAL REGULATIONS.

ARTICLE 1.

Constant attention to duty enjoined on all.

All persons in the navy are to be constant in their attention to their duties, never absenting themselves therefrom without the consent of their immediate commanding officer, nor remaining out of the vessel to which they may belong during the night, after the watch is set, without express permission to that effect from the commander of the vessel, or from the commander-in-chief of the fleet or squadron.

ARTICLE 2.

Officers to conduct themselves with respect to their superiors.

All persons of the navy shall conduct themselves with respect to their superiors, and show every proper attention to those under their orders, having due regard to their situation; and all officers are required to set an example of morality, subordination, and attention to duty.

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* Ayes 4—Colonel Harris, Purser De Bree, Lieutenant Maury, Surgeon Maxwell. Noes 2—Commodore Shubrick, Commander Lardner.

ARTICLE 3.

If an inferior feels himself aggrieved.

If an officer shall consider himself oppressed by his superior, or observe any misconduct in him, he is not, on that account, to fail in his respect to him; but he is to represent, through the proper channel, such oppression or misconduct to the captain of the vessel, or commander of the yard, to the commander-in-chief of the fleet or squadron, or to the Secretary of the Navy, in the manner prescribed for official correspondence.

ARTICLE 4.

If any person knows of any fraud.

If any person belonging to the navy shall know of any fraud, collusion, or improper conduct in any agent, contractor, or other person employed in matters connected with the naval service, he shall report the same in writing, through the prescribed channel, to the proper officer, or to the Navy Department. But he must in all cases specify the particular acts of misconduct or collusion, and state the means of proving the same; and he will be held strictly accountable for any frivolous or vexatious charges he may exhibit.

ARTICLE 5.

If an officer shall receive an order contrary to his instructions.

If an officer shall receive an order from his superior contrary to any particular order of any other superior, or to the instructions or general orders from the department, he shall respectfully represent (in writing when practicable) such contrariety to the superior officer from whom he shall have received the last order; and if, after such representation, the superior officer shall still insist upon the execution of his order, the officer is to obey him, and report the circumstances to the officer from whom he received the original order, if practicable.

ARTICLE 6.

If an officer is diverted from any duty.

Every officer who shall divert another from any service upon which he may be ordered by a common superior, or require him to act contrary to the orders of such common superior, or interfere with those under his command, must show to the department, or to the officer under whose order he may be acting, that the public interests required it.

ARTICLE 7.

Orders countermanding other orders to be given in writing.

All orders countermanding a written order from a common superior shall be given in writing, when practicable.

ARTICLE 8.

No person to exchange with another for the performance of any duty.

No person in the navy shall, without having obtained authority from his superior or commanding officer, exchange with another for the performance of a duty with which he is charged.

ARTICLE 9.

When a commander of a fleet or single vessel meets with his superior.

When any officer in command of a fleet, squadron, or single ship shall meet with his superior or senior officer, also in command, he shall wait on him, show him his orders or instructions, and consider himself under his command while he is in his presence. But if the superior shall give him an order at all at variance with his intended course, and if he shall have sealed or secret orders, he shall at once make it known to such superior officer, who will not then interfere with his command, unless it be absolutely necessary for the public service; and in that case his original instructions are to be fulfilled as soon thereafter as practicable, and a full report made to the authority by which they were issued.

ARTICLE 10.

No deviation allowed in armament or equipment.

No deviation is to be made from the directions which the Navy Department may issue in relation to the construction, repair, arrangement, armament, and equipment of vessels, without its previous sanction, except in cases of absolute necessity occurring out of the United States; and in such cases the alteration, and the effects produced by it, and the expense attending it, are to be reported to the department as soon thereafter as practicable.

ARTICLE 11.

To avoid unnecessary expenditures.

Every officer is strictly enjoined to avoid all unnecessary expenditures of public moneys or stores, and, as far as may be in his power, to prevent the same in others, and to encourage the strictest economy that may be consistent with the interests of the service; and all persons in the navy will be answerable for any wasteful or improper expense which they may direct or authorize.

ARTICLE 12.

No public stores to be appropriated to private use.

No article of public stores is ever to be appropriated to the private use of any person not in distress, without the consent of the Navy Department, or by order of the senior officer present in command,

who shall give the earliest information to the department of the circumstances, and shall be careful to take the best security which the nature of the case will admit, so that the articles or their value may be refunded to the United States.

ARTICLE 13.

Mechanics on board ships on foreign stations allowed to repair merchant vessels.

Mechanics on board ships on foreign stations may be allowed to repair vessels belonging to the merchant service of the United States in cases where a refusal to do so would of necessity impose injurious delays, or greatly increase the expenses upon the merchant vessel. In such cases the mechanics may receive such compensation as the owner, consignee, or master of such merchant vessel shall choose to give, and their commander shall consider fair and proper.

ARTICLE 14.

No officer to receive compensation.

No officer in the navy, in like cases, shall either claim or receive any compensation whatever.

ARTICLE 15.

Gratuitous assistance to be given, when.

In all cases of distress gratuitous assistance is to be given, as heretofore, to the fullest extent practicable.

ARTICLE 16.

No person in the navy to be interested in procuring supplies.

All persons employed in the navy, or for naval purposes, are strictly prohibited from having any interest in purchases or contracts for supplies of any kind for the navy, or in any works appertaining to it; neither shall they receive any emolument or gratuity of any kind from any contractor or other person furnishing supplies, either directly or indirectly, nor act as agent or attorney for any contractor on account of purchases, contracts, or works for the navy or for naval purposes.

ARTICLE 17.

Tattoos to be beaten and colors to be hoisted, when.

When the sun sets at or after six o'clock, the tattoo shall be beat at nine o'clock in the evening, and the colors be hoisted at eight o'clock in the morning; and when it sets before six o'clock the tattoo shall be beat at eight o'clock in the evening, and the colors shall be hoisted at nine o'clock in the morning.

ARTICLE 18.

Lights and fires to be extinguished, when.

All fires and lights, except those necessary for the service of the vessel, or especially allowed by the commanding officer, shall be extinguished at tattoo, excepting the lights used by the commission officers, which shall be extinguished at ten p. m., and those used by warrant officers, which shall be extinguished at nine p. m., unless otherwise directed or allowed in special cases by the commanding officer of the vessel.

ARTICLE 19.

When criminal process is issued by civil authority.

In the execution of criminal process issued by civil authorities, officers are to furnish active assistance within their commands when legally required.

ARTICLE 20.

No person to be discharged without order, from whom.

No commander of a vessel of the navy whilst absent from the United States is ever to discharge from the naval service any petty officer, seaman, ordinary seaman, landsman, marine, fireman, coal heaver, or boy, except by order of the Secretary of the Navy, or the sentence of a court martial, or as provided for in Article 21; and whenever men are so discharged a report of all the circumstances attending the same must be made to the department, and information at once given to the nearest consul of the United States, that he may regulate his conduct towards the person discharged with a full knowledge of the facts.

ARTICLE 21.

Enlisted men whose terms of service have expired while on a foreign station may be discharged.

Petty officers, seamen, ordinary seamen, landsmen, marines, firemen, coal heavers, and boys, whose terms of service may expire on a foreign station, may be discharged by order of the senior officer present, at their request, if the interests of the public service will admit of it; but a person so discharged shall have no claim upon the consul of the United States for subsistence or transportation, and it shall be so stated in his discharge.

ARTICLE 22.

When persons are found unfit for service.

Whenever, in the opinion of the commander of a vessel of the navy, any person of her crew is unfit for service, he shall report the same

to the senior officer in command, whose duty it shall be to order a survey to be held upon such person by one or more medical officers, three if practicable, who shall examine the person and report upon his condition, and, if found "unfit for service," shall state as far as practicable the nature and origin of his disability; the report of the survey to be transmitted in duplicate to the Secretary of the Navy, or to the commander-in-chief of the fleet or squadron for decision.

ARTICLE 23.

Enlisted persons may be discharged, when.

Persons enlisted for the naval service, and serving on board vessels within the United States, may be discharged from service by order of the commander of the vessel or of the station, for either of the following reasons: expiration of service, or unfitness for service from causes ascertained by survey to have existed prior to enlistment.

ARTICLE 24.

No person to be transferred from one vessel to another in the United States, unless.

No commander of a vessel of the navy when in the United States, is ever to transfer any person belonging to his vessel to any other vessel or station, unless by authority of the Secretary of the Navy; but transfers from one vessel to another vessel of the same squadron, under the command of the same commanding officer, may by his order be made on foreign service, when the public interests render it necessary.

ARTICLE 25.

Accounts of persons transferred.

When any person shall be transferred from one vessel, navy yard, or station, to any other vessel, navy yard, or station, or to any prize, the commander of the vessel, navy yard, or station from which such person may be sent shall take care that he is accompanied by a correct statement of his account duly signed by the paymaster and himself.

ARTICLE 26.

Gambling prohibited.

Gambling is strictly prohibited on board the vessels of the navy and in navy yards.

ARTICLE 27.

Officers incurring debts upon a foreign station.

Should any officer of the navy so far forget what is due to his own honor, and to the honor of the service of which he is a member, as to incur debts upon a foreign station which the pay then due to him, or his other immediate resources will not enable him to discharge; or if

he should leave any foreign port without first paying every debt which he may have incurred, and it should come to the knowldedge of the captain or commander of the vessel, it shall be the duty of such captain or commanding officer to make report of the facts and circumstances to the commander of the squadron if on a foreign station, or to the Secretary of the Navy if within the United States, that a court martial may be ordered, or such other course adopted as the circumstances of the case and the honor of the service may require.

ARTICLE 28.

Officers to advise the department of their address.

Officers of the navy not on duty will keep the department at all times advised of their address.

ARTICLE 29.

On being detached, to advise the department of address and change of residence.

Officers on being detached from duty, will immediately inform the department of their intended place of residence; and notice must be given of any contemplated change before such change shall have been made.

ARTICLE 30.

To acknowledge receipt of orders.

Officers will promptly acknowledge the receipt of orders, and inform the department immediately on their having reported in obedience to them.

ARTICLE 31.

The uniform to be prescribed by the President.

The uniform dress of the officers and all other persons of the navy shall be prescribed by the President of the United States, and shall be so arranged as to mark with distinctness the several grades and corps of the service.

ARTICLE 32.

Officers travelling, &c., to communicate useful information to the government.

Officers on foreign service, or travelling in foreign countries, shall communicate to the commander-in-chief of the squadron, or to the Secretary of the Navy, any information they may acquire that will be useful to the government of the United States.

ARTICLE 33.

When two or more vessels meet.

When two or more vessels, whether belonging to the same squadron or not, shall meet, the motions of the ship commanded by the senior officer shall be followed by the others.

ARTICLE 34.

Boats to carry national flag.

In foreign ports, and in communicating with foreign vessels, every boat will carry the national ensign, unless otherwise ordered by the commanding officer.

ARTICLE 35.

All important orders to officer of the deck at night to be given in writing.

All important orders to the officer of the deck, for the duties of the vessel during the night, whether given by the captain or by the executive officer, must be in writing.

ARTICLE 36.

Duty of an officer who becomes privy to an intention to fight a duel.

If an officer of the navy shall become privy to the intention of any other officer to fight a duel, or has reason to believe that a duel is likely to occur, he is hereby required to take every measure in his power to prevent such duel, having recourse, if necessary, to the captain or commanding officer.

ARTICLE 37.

Officers invited to act as seconds in duels, to exert themselves to effect reconciliation.

It shall be the duty of every officer of the navy who may be invited to act as second to any other officer of the navy intending to fight a duel, to exert himself to effect an adjustment between the parties, and if he shall fail to do so, and can in no other honorable manner prevent a meeting, he is to make the matter known to his commanding officer.

ARTICLE 38.

If any officer shall have given offence; or if an officer shall have received offence.

If any officer of the navy, who may have given offence to, or injured, or insulted another, shall frankly explain, or apologize, or offer redress for the same, or who, having received offence, injury, or insult from another shall cordially accept a frank explanation, apology, or redress for the same; or who, if such explanation, apology, or redress are refused to be made or accepted, shall submit the matter to be dealt with by his commanding officer, such officer shall be deemed to have acted honorably, and to merit approbation.

ARTICLE 39.

If an officer is promoted while in command.

If any officer shall, while in command of a vessel on foreign service, be promoted to a higher rank, he is not on that account to be removed from his command or position, until instructions shall be received from the Secretary of the Navy.

ARTICLE 40.

Treasure shipped for freight or safe keeping.

When money, plate, jewels, or other treasure, shall be placed on board any vessel of the navy for freight or safe-keeping, the commander of the vessel and the paymaster shall unite in signing bills of lading for the amount, and the money, plate, jewels, or other treasure, shall be in their joint charge. The usual per centage shall be demanded from the shippers of the said treasure, and the sum shall be divided as follows:

If the vessel is under the orders of a flag-officer, or other superior officer, and he shall have signified in writing to the commander his readiness to unite with him and the paymaster in their responsibility for the safe-keeping of the treasure, then one-fourth part of the premium shall be paid to said flag-officer, or other superior officer, one-fourth to the paymaster, and the remainder shall inure to the benefit of the commander; but if the vessel shall not be under the command of a flag-officer, or other superior officer, or if he shall not have signified his willingness, as prescribed, to share in the responsibility, then one-third of the premium shall inure to the paymaster, and the remainder to the commander.

ARTICLE 41.

Combinations of officers or others prohibited.

Combinations of officers or others for the purpose of remonstrating against the orders of a superior, or complaining of the details of duty or of service, are strictly forbidden. If an individual believes that he has cause to complain or remonstrate, he may do so either in writing or personally; but any combination of two or more in such complaint or remonstrance is to be considered insubordinate and factious, and may be punished at the discretion of a court martial. No person is to delay obedience to an order for the purpose of remonstrating or complaining.

ARTICLE 42.

Intoxicated persons, how they shall be dealt with.

In dealing with intoxicated persons, officers will be careful not to afford them opportunity to be guilty of mutinous or seditious conduct, and to that end will, when practicable, cause them to be arrested by persons of their own grade.

ARTICLE 43.

Demand for the delivery of a deserter.

If a deserter from any vessel of the United States shall take refuge on board a foreign vessel of war, the senior officer present shall make a formal demand for his delivery; but if the demand shall be refused, he shall not resort to force whatever may be his strength, but shall report the circumstances to his government.

ARTICLE 44.

Parties of twenty or upwards to be commanded by a lieutenant or master.

Every party detailed for duty out of the ship, on shore, or elsewhere, shall, when the party consists of twenty men or more, be commanded by an officer of the rank of lieutenant or master.

ARTICLE 45.

Officers' duties are not limited to those prescribed in these regulations, but are promptly to obey all orders.

Notwithstanding there are particular duties prescribed for different officers by these regulations, yet it is not intended to limit their duties to those specified; but they are promptly to obey all orders which they may receive from their commanding officers, who are required to take care that every officer performs his duties and obeys all legal orders in a proper manner.

ARTICLE 46.

Offenders to be reported.

By Article 31, Section 1, Chapter LVI, it is made the duty of "every person in the navy" to "use his utmost exertions to detect, apprehend, and bring to punishment all offenders;" officers are enjoined to bear in mind this requirement of the law. They are not to exercise any discretion in the matter, but any officer who may witness or be cognizant of any crime or misdemeanor on the part of any person in the navy is to report the same to the proper authority, not secretly, but informing the person reported of his having done so in obedience to the law.

ARTICLE 47.

Sheath-knives forbidden.

The use of sheath-knives on board ship is strictly forbidden. Jack-knives shall be worn with lanyards and in fobs.

CHAPTER IV.

APPOINTMENTS AND PROMOTIONS.

ARTICLE 1.

Appointment of a person not holding a commission or warrant to perform the duty of a commission or warrant officer.—Officer on leave or furlough.

No officer whatever shall, when within the jurisdiction of the United States, unless authorized by the Secretary of the Navy, appoint any person not holding a commission or warrant in the navy to perform the duties of a commissioned or warrant officer, nor give to any commissioned or warrant officer an acting appointment for any higher grade than that for which he may be commissioned or warranted. Nor shall he at any time order any officer into service or upon duty who is on leave of absence or furlough, or make any change in the distribution or arrangement of officers as established by the Secretary of the Navy, except in cases of emergency; and in such cases he shall report his acts to the department without delay.

ARTICLE 2.

When vessels may proceed to sea with smaller numbers than those designated in the table of complements.

If the Secretary of the Navy shall deem it expedient to direct any vessel to proceed on service with a smaller number of officers than is designated in the table of complements for vessels, no acting appointment is to be made or order given to supply any such deficiency without his previous authority or sanction; nor shall any commander of a vessel which may be separated from the commander of the fleet or squadron to which such vessel belongs, make any acting appointment, or give any *order* to fill vacancies which existed and could have been reported to the commander of the fleet or squadron before such separation occurred.

ARTICLE 3.

Acting appointments, when and how to be made.

When a vacancy shall occur in the complements of commission or warrant officers, as above explained and limited, in any vessel without the jurisdiction of the United States, and which cannot be supplied from the supernumerary officers of the same rank in other vessels of the fleet or squadron, the commander-in-chief of the fleet or squadron may, if the vacancies shall have been occasioned by death, or by order or authority from the Secretary of the Navy, give a written *acting appointment* to some other commission or warrant officer who may be subject to his orders to fill such vacancy, until such appointment be revoked by the commander-in-chief of the fleet or squadron for the time being, or by order of the Secretary of the Navy.

ARTICLE 4.

Acting appointments to be reported to the department, with reasons for the same.

All officers who may have occasion to make acting appointments, or to give orders to fill vacancies, shall conform to these regulations as respects qualifications, whenever it shall be practicable; they shall give the earliest information to the department of all such orders or appointments which may be made by them, with the reasons for the same, and forward a complete list of all such orders or appointments to the Secretary of the Navy immediately on their arrival in the United States.

ARTICLE 5.

An officer who has received appointment to act in a higher grade than his commission, not to be reduced.

When an officer on foreign service shall have received an appointment to act in a higher grade than that of his commission or warrant, and shall have served in such grade, he shall not be reduced to his previous grade except by sentence of a court martial, but shall be retained as a supernumerary or sent to the United States, and his appointment shall cease from the date of his order to return to the United States.

ARTICLE 6.

Vacancies by sickness, absence, &c., how to be filled.

When a vacancy shall have been occasioned by leave granted to any officer to return to the United States from the commander of a squadron or vessel, in consequence of ill health or for other cause, or any rank or class of officers present and fit for duty shall be temporarily reduced below the complement and the number which may be deemed necessary for the proper performance of the duties of the vessel, in consequence of the continued indisposition of officers, or their absence in prizes or upon other public service, the commander-in-chief of the fleet or squadron, or the senior officer present, may direct other officers of the vessel or squadron, by a *written order*, to perform the duties of such absent or sick officers until their return or restoration to health, or until the further orders of the commander of the fleet or squadron, or of the Secretary of the Navy be received.

ARTICLE 7.

Boatswains, gunners, carpenters, and sailmakers, may be selected; when and how.

Vacancies in the situations of boatswains, gunners, carpenters, and sailmakers may be filled by selection from the petty officers, or other persons not warranted, by order of the officers authorized by these regulations to give such order.

ARTICLE 8.

Officers receiving acting appointments to wear uniform and annex official signature.

When an officer shall receive an *acting appointment* from the Secretary of the Navy, or from the commander-in-chief of the fleet, or other commanding officer, in conformity with these regulations, such officer may assume the uniform and annex his acting rank to his official signature; but when he shall perform the duties of a higher station by *order*, he is not to change his uniform or official designation. But in both cases he will be entitled to the compensation of the grade of the officer whose duties he may be directed to perform.

ARTICLE 9.

Acting appointments to specify vessels.

All *acting appointments* and *orders*, directing an officer to perform higher duties than belong to his proper grade, must specify the vessel in which the officer is to act, and in case of removal to another vessel, a new appointment or order must be given, except when the appointment or order shall be issued by the Secretary of the Navy.

ARTICLE 10.

Commanders-in-chief without the United States may appoint boards to examine candidates for higher appointments.

Commanders-in-chief, without the jurisdiction of the United States, may direct three captains, commanders, or other proper officers as the case may require, to examine candidates for higher appointments, when it shall be necessary for selecting persons who have not been examined to fill vacancies; and the certificates of qualification shall be immediately forwarded to the Secretary of the Navy.

ARTICLE 11.

Commanders of vessels in certain cases to fill vacancies.

If an officer shall succeed to the command of a vessel without the jurisdiction of the United States in consequence of the death or captivity of the commander, he may give the necessary orders to supply vacancies to act until he brings the vessel into port, meets with a superior officer on duty, or receives the instructions of his commander-in-chief or of the Secretary of the Navy.

ARTICLE 12.

Commanders to rate petty officers from crew, except.

When a crew shall be transferred from a receiving vessel to a vessel of the navy intended for sea service, the officer who may be ordered

to her command shall select and rate from such crew the different petty officers allowed by the complement table to vessels of the class to which she belongs, excepting the ship's steward and surgeon's steward. The former will be rated on the nomination of the paymaster, and the latter on the nomination of the surgeon or senior medical officer attached to the vessel, if approved by the commanding officer.

ARTICLE 13.

Petty officer so rated to be transferred in no higher grade than that in which he shipped.

No petty officer so rated shall be transferred as such to any other station or hospital, and in no higher grade than that in which he was received on board such vessel.

ARTICLE 14.

Commanders may change the rates of petty officers.

A captain or other commanding officer of a vessel may change the rates of petty officers and others of inferior ratings allowed to the vessel under his command, having due regard to the law and to their conduct and qualifications, reporting quarterly to the commanding officer of the squadron to which he belongs all the alterations which he may have made in such ratings since his last report.

ARTICLE 15.

Officers entitled to a secretary or clerk may appoint and discharge the same.

Every officer entitled to a secretary may appoint and discharge the same; and every commanding officer may appoint and discharge his own clerk.

ARTICLE 16.

Paymasters may appoint and discharge their clerks with captain's assent.

Paymasters entitled to clerks may appoint them or request their discharge, and the captain will assent to such appointment and discharge, unless he has good reason for refusing it, which he will state in writing.

ARTICLE 17.

Ages precribed for secretaries and clerks, and rules for their appointment.

No person shall be appointed secretary who is under twenty-one years of age, nor a clerk under eighteen years of age; and no secretary or clerk shall be entered upon the muster-book of any vessel, or be entitled to any pay, until he shall have accepted his appointment by letter in duplicate, and is ready for duty, and in such acceptance shall expressly bind himself to be subject to the laws and instructions for the government of the navy, so long as he shall hold such appoint-

ment; one of which letters of acceptance shall, in all cases, be immediately transmitted to the department by the officer making the appointment, and the other be preserved by him.

ARTICLE 18.

Boatswains, gunners, carpenters, and sailmakers may receive warrants, when.

No person is to receive an appointment as boatswain, gunner, carpenter, or sailmaker, until he shall have passed such examination as may be prescribed by the Secretary of the Navy to ascertain his qualifications; nor will a warrant be given to him until he shall have performed at least one year's sea service in the navy, and shall produce testimonials of good conduct from the commanding officer under whom he shall have served.

ARTICLE 19.

Age of second masters and masters' mates, and rules for their appointment.

Should second masters or masters' mates be hereafter appointed from civil life, no one will receive such appointment except from the Secretary of the Navy, nor unless he shall be over twenty years of age, and have passed such examination, by a board of navy officers, in seamanship, navigation and mathematics, as the Secretary of the Navy may direct, and shall produce satisfactory testimonials of general good character and conduct.

ARTICLE 20.

Second masters or masters' mates not to be warranted until they have seen one year's sea service.

Second masters or masters' mates will not receive warrants until they shall have acted as such for at least one year in vessels of the navy at sea, and shall produce satisfactory testimonials of good character and conduct from their commanders.

ARTICLE 21.

Admission, continuance and examination of midshipmen.

The admission, continuance and examination of midshipmen for promotion shall be according to such rules as are or may be established by the Navy Department, in connexion with the Naval Academy.

ARTICLE 22.

Lieutenants nominated for promotion, when.

No lieutenant will be nominated for promotion to a command until he shall have performed at least three years' sea service as lieutenant, in vessels of the navy exclusive of coast survey service.

ARTICLE 23.

Commanders nominated for promotion, when, provided that.

No commander will be nominated for promotion to a captain until he shall have performed at least two years' sea service as commander; *Provided*, that this restriction shall not prevent the promotion of those commanders who have already served one year at sea as such, and all probationary sea service must be performed in vessels of the navy exclusive of the Coast Survey.

ARTICLE 24.

Promotion of warranted masters' mates.

Warranted masters' mates will be eligible for promotion to second masters and masters.

ARTICLE 25.

A passed midshipman will be eligible for promotion to master, &c.

A passed midshipman will be eligible for promotion to master, and from that to higher grades.

ARTICLE 26.

Masters not promoted from passed midshipmen.

Masters who have not been promoted from passed midshipmen are not to be considered eligible to further promotion, except under extraordinary circumstances.

ARTICLE 27.

Chaplains. Qualifications required for their appointment.

No person will be appointed a chaplain in the navy who shall not be a regularly ordained or licensed clergyman of unimpeached moral character, nor when he is more than thirty years of age.

ARTICLE 28.

Paymasters. Qualifications required for their appointment.

Paymasters will not be appointed except between twenty-one and thirty years of age, nor until they shall have been examined by three paymasters and found fully competent to keep a set of ship's books, and produce satisfactory testimonials of good moral character.

ARTICLE 29.

Commanding officer of a squadron may appoint a fleet surgeon when a vacancy occurs.

The commanding officer of a squadron, in case of a vacancy occurring on a foreign station, may *order* the senior surgeon of the squad-

ron to perform the duties of surgeon of the fleet, unless from disability or other good cause it be found necessary to select one of the same or of lower grade.

ARTICLE 30.

Midshipmen not to serve more than twelve months on board schooners when avoidable.

Midshipmen are not to be required to serve for a longer period than twelve months on board of a schooner when it can be avoided without injury to the public service, before they shall have passed their examination for promotion.

ARTICLE 31.

No person to be appointed in the engineer corps without testimonials.

No person will be appointed in the engineer corps of the navy unless he shall produce satisfactory testimonials of good moral character and correct habits.

ARTICLE 32.

Candidates for promotion in the engineer corps must produce testimonials.

Candidates for promotion in said corps must produce, in addition, similar testimonials from the commanding officers and the senior engineer or engineers with whom they may have served; and all candidates, whether for admission or promotion, must pass such examinations as may be prescribed by the Secretary of the Navy.

ARTICLE 33.

Qualifications required for the appointment and promotion of engineers.

Third assistants must, in addition to the foregoing conditions, have served at least two years in the management of steam engines of the navy in actual service; second assistants must have so served at least three years; and first assistants must have so served at least two years, unless in cases of necessity; and in such extreme cases the same qualifications and restrictions as respects examinations, conduct, character, health, and length of service with steam engines in vessels of some kind, will be required for the several grades. No person shall in such extreme cases be so appointed under the age of twenty-one years; nor a second assistant who shall be over twenty-five years of age; nor first assistant over thirty years of age; nor any chief engineer over thirty-five years of age.

ARTICLE 34.

Engineers, which shall be preferred when qualifications are equal.

When other qualifications are equal, candidates who possess superior skill and practical knowledge of the fabrication and repair of the different parts of steam engines and their dependencies, will have preference over others.

ARTICLE 35.

Penalty for producing a false certificate.

If any person shall produce a false certificate of age, time of service, or character, before a board of examination, such person shall, whenever it may be discovered, be brought before a court martial, and on conviction thereof shall be dismissed from the service.

ARTICLE 36.

Definition of sea service.

The time which an officer may be attached to or doing duty on board a sea-going vessel of the navy in commission, or when actually at sea and employed on the Coast Survey, will be considered as sea service within the meaning of these regulations, except in probationary service for promotion, which must be performed in a vessel of the navy proper.

ARTICLE 37.

Boards of officers for examination to give certificates.

Boards of officers who may be appointed by the Secretary of the Navy to examine persons for appointment or promotion, shall grant certificates to such as in their opinion prove themselves qualified, and shall number such certificates according to the relative qualifications of the different individuals who present themselves at the same time, or who belong to the same class, giving number one to the best qualified, and the other numbers in regular order.

ARTICLE 38.

Officers who may be prevented from being present at a first examination, how to proceed.

Any officer, other than a midshipman, who may be prevented from attending an examination to which he may be entitled by law or these regulations, and shall present himself at the first opportunity in his power and pass a satisfactory examination, shall have a position assigned to him in the class to which he belonged, as if he had been examined in due course.

ARTICLE 39.

In case of an officer failing to pass a first examination, his class and position if he passes a second examination.

In case an officer shall fail to pass an examination, and an opportunity shall, for any special reason, be granted him to present himself a second time, the board by which he may be examined shall designate

the class and position in which they recommend him to be placed, which shall be subject to the final decision of the Secretary of the Navy.

ARTICLE 40.

Officers found unqualified on second examination to be dropped.

Any officer who shall not be found qualified for promotion upon a second examination shall be dropped from the navy list.

ARTICLE 41.

Officers appointed to shore stations to continue three years, unless.

Officers appointed to navy yards and other duties on shore, or to receiving ships, will, as a general rule, be continued on those duties for three years, but subject to exceptions which the wants of other branches of the service may require.

ARTICLE 42.

When a captain of the fleet may be allowed.

When a captain shall be appointed to the command-in-chief of a fleet or squadron consisting of not less than ten ships-of-war above the class of sloops, or a force of more than four thousand men, he may be allowed a *captain* to assist him, who will be styled "Captain of the fleet;" and with a force of more than one thousand, and less than four thousand men, a commander may be allowed as "principal aid" to the commander-in-chief.

ARTICLE 43.

A lieutenant allowed to a commander-in-chief as aid.

Every captain who shall be appointed to the command of a fleet or squadron, may be allowed a lieutenant, in addition to the complement of the vessel, as an "aid" to assist him in performing his duties.

ARTICLE 44.

Limits of a command to be specified.

Whenever an officer shall be appointed to the command-in-chief of a fleet or squadron, the geographical limits of his command will be particularly specified in his instructions.

ARTICLE 45.

No person to receive an original appointment unless physically qualified.

No person shall receive an original commission, warrant or appointment in the naval service of the United States, or in the marine corps, unless he be found physically qualified, on examination by one or more naval surgeons.

CHAPTER V.

MILITARY HONORS AND CEREMONIES.

ARTICLE 1.

Military honors to the President.

When the President of the United States shall visit a vessel of the navy, he shall be received upon the deck by all the officers, in full uniform; the yards shall be manned; the full guard shall be paraded, and shall present arms; the music shall give three ruffles of the drum and play a march, and a salute of twenty-one guns shall be fired. And the same honors shall be paid when he leaves the ship.

ARTICLE 2.

National ensign to be hoisted at the main during the presence of the President on board.

The presence of the President of the United States on board of any vessel of the navy will be indicated by the display of the American ensign at the main; and during the time of such display, the flag or pendant indicating the command of any other officer will be struck. When the President is known to be on board of any vessel or boat which passes by or near any vessel of the navy authorized to fire salutes, he shall be saluted with twenty-one guns, and the yards shall be manned.

ARTICLE 3.

Military honors to the Vice President.

When the Vice President of the United States shall visit a vessel of the navy, the same honors shall be paid as are directed in article one, except that the salute shall consist of nineteen guns.

ARTICLE 4.

Same to an ex-President.

When an ex-President shall visit a vessel-of-war of the United States, he shall be received with the same honors as those prescribed for the President, except the display of the American ensign at the main, and manning the yards.

ARTICLE 5.

Same to an ex-Vice President.

An ex-Vice President the same as the Vice President, except manning the yards.

ARTICLE 6.

Same to a foreign sovereign.

A foreign sovereign or the chief magistrate of any foreign State, on visiting a vessel of the United States, shall be received with the honors and ceremonies prescribed for the President of the United States, the band playing the national march of the person saluted, and the flag of the nation being displayed at the main.

ARTICLE 7.

Honors to Cabinet Officers, Judges of the Supreme Court, and governors of States.

When the Secretary of the Navy, or other member of the cabinet, or Justice of the Supreme Court, or the governor of any one of the United States, shall visit a vessel of the navy, the same honors shall be paid as are prescribed in Article 1, except that but one salute is to be given, to consist of seventeen guns, and to be fired on leaving the ship.

ARTICLE 8.

Honors to flag-officers.

A flag-officer, being the commander-in-chief of a squadron, shall be received on deck by all the officers in uniform; an officer's guard shall be paraded and present arms, and the drum shall give two ruffles. If commanding a squadron or division, but not in chief, he shall be received in the same manner, except that the drum shall give one ruffle.

ARTICLE 9.

Military honors to captains.

Captains on duty and in uniform with epaulets, shall, when they visit a vessel of the navy commanded by an officer of the same or of inferior rank, be received on deck by the commander of the vessel visited, by the officer second in command, and by the officers of the watch. A sergeant's guard will be paraded and present arms.

(Extract from Journal, January 28, 1858.)

A motion was made by Surgeon Maxwell to strike out the words "second in command" in the 4th line of Article 9, chapter V, and insert the words "next entitled to command," upon which a vote was taken, as follows:

Ayes: Colonel Harris, Purser De Bree, Surgeon Maxwell—3.

Noes: Commander Shubrick, Commander Lardner, Lieutenant Maury—3.

ARTICLE 10.

Military honors to commanders.

Commanders on duty as such, and in uniform with epaulets, shall, when they visit a vessel of the navy commanded by an officer of the

same or inferior rank, be received on deck by the commander of the vessel visited, by the officer second in command, and by the officers of the watch. A corporal's guard will be paraded and present arms.

ARTICLE 11.

Same to lieutenants commanding.

Lieutenants in command of vessels rated six guns or over shall be received, when on duty and in uniform with epaulets, as commanders, with the exception of the guard.

ARTICLE 12.

Officers may dispense with guards.

Any officer entitled to a guard may dispense with it at his pleasure.

ARTICLE 13.

Commission officers below rank of commander.

All commission officers below the rank of commander shall be received by the officer of the watch, excepting in the case provided for in article 11.

ARTICLE 14.

Warrant officers, how to be received.

Warrant officers shall be received by a warrant officer of the watch.

ARTICLE 15.

Salutes for flag-officers.

The salute for a flag-officer, when commander-in-chief of a squadron, shall be thirteen guns, and when commanding a squadron or division but not commanding in chief, shall be eleven guns.

ARTICLE 16.

No officer of the navy other than a flag-officer to be saluted, except.

No officer of the navy other than a flag-officer is to be saluted; but salutes to a superior by captains commanding single vessels shall be returned with nine guns, salutes by a commander, with seven guns, and when given by a lieutenant commanding, with five guns.

ARTICLE 17.

Salute when an officer assumes command of a fleet.

When an officer shall be appointed to the command of any fleet, division, or squadron, he shall, on assuming the command and hoist-

ing his flag, receive the salute to which he may be entitled from all the vessels present which belong to his fleet, squadron, or division, except when in presence of a senior officer, in which case the officer, on hoisting his flag, shall salute the senior officer, who alone shall return the salute.

ARTICLE 18.

Salute when a vessel first joins or meets a squadron.

A vessel when first joining or meeting a squadron, or which may rejoin after a separation of not less than twelve months, shall salute the commander-in-chief, if he is present.

ARTICLE 19.

No salute to be fired in the presence of a superior, except.

No salute shall ever be fired in the presence of a senior without his permission previously obtained, except a salute given to such senior officer.

ARTICLE 20.

Salutes when squadrons, &c., meet.

When fleets, squadrons, or divisions meet, the commanding officers only shall salute.

ARTICLE 21.

When more than one vessel salutes an officer.

In all cases where more than one vessel shall salute an officer the officer saluted shall wait until they have all ceased firing, and then fire the number of guns to which he is entitled as a salute.

ARTICLE 22.

Officers of the army or marine corps, how to be received.

If officers of the army or marine corps shall visit any vessel of the navy in uniform, those having the rank by commission, other than brevet of major general, shall be received as commanders-in-chief of squadrons; brigadier generals as commanders of divisions or of squadrons when not commanding in chief; colonels and lieutenant colonels as captains; majors as commanders; captains as lieutenants; first lieutenants as masters, and second lieutenants as passed midshipmen: *Provided*, That if a grade is created between those of commander and lieutenant, then lieutenant colonels shall be received as commanders, and majors as the officers of the grade created.

ARTICLE 23.

When colors are to be hoisted on 4th of July.

On the anniversary of the declaration of independence of the United States the colors shall be hoisted at sunrise; at the same time all vessels in commission shall, when in port, be dressed with flags, and so continue until the colors are hauled down at sunset, if the state of the weather and other circumstances will permit.

ARTICLE 24.

No national flag except the American to be used in dressing ship.

No national flag except that of the United States shall be used in dressing ship.

ARTICLE 25.

Salutes on the 22d of February and 4th of July.

On the anniversary of the declaration of independence of the United States, and on the twenty-second day of February, the anniversary of the birth of Washington, a salute of twenty-one guns shall be fired at meridian from vessels in commission and navy yards.

ARTICLE 26.

Commanders of vessels in foreign ports to give notice to authorities of any anniversary it is intended to celebrate.

The commanding officers of vessels of the United States, when in foreign ports, shall give timely information to the public authorities on shore, and to the commanding officers of foreign vessels-of-war, of any anniversary or other event which it is intended to celebrate; and should the public authorities or foreign vessels fire salutes in honor of the occasion, the salutes are not to be returned, unless the failure to do so would give offence, but a message of acknowledgment and thanks shall be promptly sent to the public authorities, and all others who may have publicly displayed any mark of honor or respect on the occasion.

ARTICLE 27.

Salutes to diplomatic corps.

The salutes for persons of diplomatic rank shall be as follows:

Ambassadors, Papal nuncios, or legates	17 guns.
Envoys extraordinary and ministers plenipotentiary	15 guns.
Ministers resident	13 guns.
Chargé d'affaires and commissioners	11 guns.
Consuls general and vice-consuls general	9 guns.

Consuls	7 guns.
Vice consuls and other commercial agents holding regular appointments	5 guns.

When foreign diplomatic persons visit vessels of the United States, the ensign of the nation to which they belong will be hoisted at the fore during the firing of the salute, but this must not be done in case of visits of diplomatic persons of the United States; and the salutes prescribed in this article shall not be given more than once to the same official by the same vessel at the same time at shorter intervals than twelve months, except in cases of foreign officials, and then only on occasions of particular ceremony.

ARTICLE 28.

Forts, &c., of the United States not to be saluted.

Forts, cities, or castles of the United States are not to be saluted by any United States vessel-of-war.

ARTICLE 29.

Salutes from foreign vessels to be returned, how.

When any foreign vessel-of-war of a nation in amity with the United States shall arrive in a port of the United States where there is a vessel of the navy or a navy yard, the commanding officer shall send a proper officer on board to offer the usual civilities and any assistance which the foreign vessel may require; but he is not to visit him first, nor salute the vessel, but shall return a salute, if one shall be given, gun for gun.

ARTICLE 30.

Commanders, on visiting foreign ports, to make first visit.

The commanding officer of any fleet, squadron, or vessel will, after anchoring in any foreign port, make the first visit to the commanding naval officer of the station to which the port belongs, and to the authorities of the place: *Provided*, The usual offers of civilities shall have been first made to him by the commanding officer of the naval force.

ARTICLE 31.

Vessels of the United States may salute a foreign place, when.

Vessels of the United States may, on their arrival in a foreign port, salute the place, upon receiving an assurance that the salute shall be returned gun for gun. The sails shall be furled when a port or place is saluted.

ARTICLE 32.

Vessels of the United States may salute a foreign vessel.

Vessels of the United States may salute vessels of war of other nations in foreign ports when commanded by officers wearing broad pendants or of superior rank, on receiving an assurance of a return, gun for gun. If at anchor, the topsails shall be loosed when a vessel is saluted.

ARTICLE 33.

United States vessels may hoist flags of other nations and fire salutes, when.

Vessels of the United States may fire salutes, and wear the ensign of the country saluted at one of the mast-heads, when in foreign ports, upon the celebration of any national anniversary of the country to which the port belongs, or when the national anniversary of another country in amity with the United States shall be celebrated by the vessels of war of such country which may be lying in the same port.

ARTICLE 34.

Honors to foreign naval or military officers visiting United States vessels.

When naval or military officers of a foreign nation shall visit a vessel of the United States, they may be received with the same honors as are herein prescribed as salutes or returns to salutes for officers of the United States of the same rank; if of higher rank, according to the rule of their own service.

ARTICLE 35.

A United States vessel in a foreign port shall conform to the established usages of the place.

On the arrival of any United States vessel in any foreign port, the commanding officer shall ascertain, through the American consul or otherwise, what salutes and ceremonies have been usually given and observed by other vessels-of-war visiting the port, also the civil and military regulations of the port, and shall govern himself accordingly.

ARTICLE 36.

Foreigners of distinction may be saluted.

Foreigners of distinction, not being naval officers in command, may, when they shall visit vessels of the United States, be saluted with a number of guns corresponding with their rank, upon leaving the vessels.

ARTICLE 37.

Vessels of the United States mounting less than ten guns not to fire a salute with a greater number, unless.

No vessel of the United States mounting less than ten guns shall fire, as a salute or a return to a salute, a greater number of guns than

she mounts, excepting when it may be necessary to salute or return a salute to a foreign port or vessel and there is no opportunity to make this rule known.

ARTICLE 38.

Vessels prohibited from firing salutes, unless.

No vessel of the navy mounting five guns or less, no storeship or transport, shall fire a salute on any occasion, nor return a salute, unless the declining to do so would give offence, in which case the return salute is to be limited to the guns mounted; and no surveying vessel is ever to fire or return a salute.

ARTICLE 39.

United States vessels not to lower their sails or ensigns, unless.

Vessels of war of the United States are never to lower their sails or ensigns as a salute to any foreign ship or ships, unless such foreign ships shall, at the same time, lower their sails or ensigns to the vessels of the United States.

ARTICLE 40.

Funeral honors to a President or ex-President of the United States.

The funeral honors to be paid upon the death of a President, or an ex-President of the United States, will be those prescribed by special orders from the Secretary of the Navy.

ARTICLE 41.

Funeral honors to the commander in-chief of a fleet, squadron, or division.

When the commander of a fleet, squadron, division, or vessel, shall die during his command, the ensign and pendants of all the vessels present which have been under their respective commands shall, when at sea, be hoisted half-mast during the performance of the funeral service; and, when in port, from the time of his decease until sunset of the day in which the funeral service is performed. At sea when the body shall be committed to the deep, and in port when it leaves the vessel to proceed on shore, the vessel in which he shall have been embarked shall fire as many guns, at intervals of a minute, as shall be equal to the number designated as the salute or return salute for officers of his rank and command.

ARTICLE 42.

Funeral honors to other commission officers, masters, and secretaries to flag-officers.

When a commission officer, other than those enumerated in Article 41, or a master, or a secretary to a commander-in-chief, shall die in

actual service, the ensign of the vessel to which he belonged shall be worn at half-mast during the performance of the funeral service when at sea; and in port till sunset of the day of the funeral. When the body is committed to the deep, or to the grave on shore, the full marine guard shall fire three volleys.

ARTICLE 43.

Funeral honors to warrant officers.

For warrant officers the ensign shall be worn at half-mast during the performance of the funeral service, and a sergeant's guard of fourteen men shall fire three volleys.

ARTICLE 44.

Funeral honors to petty officers and persons of inferior ratings.

For petty officers, seamen, and persons of inferior rating, the ensign shall be worn at half-mast during the performance of the funeral service; and a corporal's guard of ten men for petty officers, and of eight for seamen and persons of inferior rating, shall fire three volleys.

ARTICLE 45.

Funeral honors to members of the marine corps.

The funeral honors to be rendered to officers, non-commissioned officers, and privates of the marine corps, shall be regulated by their assimilated rank.

ARTICLE 46.

Funeral honors to others of the navy who may die on board.

Whenever any other person belonging to the navy shall die on board a vessel of the navy, the ensign shall be worn at half-mast during the performance of the funeral service.

ARTICLE 47.

Funeral honors not to be paid to officers not on duty, except to senior captain, except.

When any officer in the navy, not on duty, other than the senior captain shall die, public funeral honors will not be paid, except by order of the Secretary of the Navy, nor in any case at any other place than the place of his decease, unless otherwise specially directed.

ARTICLE 48.

Military honors to be paid between sunrise and sunset.

No military honors shall be paid except between the rising and setting of the sun.

ARTICLE 49.

Commanders of squadrons will call on ministers and chargé d'affaires; captains on them and consuls general, &c.

Commanding officers of squadrons and of single vessels visiting a port where there is a representative of the United States of rank not less than chargé d'affaires, will call upon him in person. Captains of single vessels will, under similar circumstances, call upon such and consuls general; and commanders and lieutenants commanding vessels, upon the foregoing and on consuls.

ARTICLE 50.

Ceremonies to be observed by officers in boats.

Boats not heavily laden will, on meeting or passing other boats, observe the following marks of respect:

1st. To a boat bearing a flag or broad pendant, boats carrying narrow pendants will lie on their oars; all other boats will toss their oars.

2d. To a boat bearing the narrow pendant of a captain of a frigate, all boats will lie on their oars.

3d. Officers in boats meeting or passing their own immediate commander with a pendant on his boat, will salute him by lying on their oars.

4th. All officers in boats will touch their hats to each other when passing, and boats saluted will return the salute by tossing the bow oars.

5th. The same marks of respect are to be paid to boats carrying foreign officers as to our own.

ARTICLE 51.

Ceremonies to be observed at the gangway.

The ceremonies to be observed at the gangway on officers leaving or coming on board shall be regulated by the assignment of quarters, as cabin officers, wardroom officers and steerage or forward officers, as follows:

1st. A commander-in-chief of a squadron shall be attended by the boatswain and eight side boys.

2d. A commander of a squadron not commanding in chief, by the boatswain and six side boys.

3d. Other cabin officers by the boatswain and four side boys.

4th. Wardroom officers by a boatswain's mate and two side boys.

5th. Steerage and forward officers by two side boys.

6th. A commander when doing duty as executive officer, if messing in the wardroom, shall be considered as a wardroom officer.

7th. The sentinel at the gangway will present arms to cabin officers, and carry arms to wardroom officers.

8th. Officers who may be invited to mess in the cabin, will not on that account receive any higher honors or ceremonies than those accorded to officers of their proper apartments.

9th. In going into or leaving boats the executive officer will always have the precedence, and other officers will go according to precedence.*

ARTICLE 52.

Ceremonies at the gangway may be dispensed with.

These ceremonies may be dispensed with for others than foreign officers after tattoo, and only one light be shown by the quartermaster of the watch.

ARTICLE 53.

When commanders of squadrons or single vessels are absent at night.

When the commanding officer of a squadron or of a single vessel is absent from his ship, and is expected to return to her during the night, a light shall be hoisted at the peak, and for the commander of a squadron the top-light shall also be shown.

ARTICLE 54.

Starboard gangway for the use of commission and warrant officers.

As a general rule, in port, the starboard gangway is to be reserved for the use of commission and warrant officers and visitors. When boats are about to leave or to approach it, and more than one are near at the same time, those with junior or inferior officers are to give precedence to those with senior or superior officers.

ARTICLE 55.

Ladders used by commission and warrant officers.

The after hatchway ladder of ships of the line and frigates is to be used by cabin and wardroom officers; the hatchway ladder next forward of it by other officers.

ARTICLE 56.

All officers to salute when they meet.

All inferiors, in passing a superior or when they address him on duty, shall touch their hats, and superiors are strictly enjoined to

* A motion was made to strike out section 9. *Vote.*—Ayes 3—Colonel Harris, Purser De Bree, Surgeon Maxwell. Noes 3—Commander Shubrick, Commander Lardner, Lieutenant Maury. The vote being a tie, the section was not stricken out. *Vote on the article.*—Ayes 3—Commander Shubrick, Commander Lardner, Lieutenant Maury. Noes 3—Colonel Harris, Purser De Bree, Surgeon Maxwell. The vote being a tie, the article was not accepted; but no other provision on this subject being offered, the article is submitted to the Secretary of the Navy for consideration.

return such salutes. The fact that an officer is not on duty or in uniform shall not be regarded as an excuse for any act of disrespect or omission of naval courtesy on the part of an officer to a superior whose rank is known; and no personal feelings are to be allowed to interfere with reciprocal courtesy, or pleaded as an excuse for its neglect.

ARTICLE 57.

Officers coming on quarter-deck to salute.

Every officer on coming on to the quarter-deck, either from a boat or from below, is to salute by touching his hat, which salute shall be returned by the officer of the deck.

ARTICLE 58.

Officers to show respect to foreign officers.

Officers are never to omit any mark of respect which may be due to the rank of foreign officers.

ARTICLE 59.

No officer under rank of captain to hoist a broad pendant.

No officer under the rank of captain shall be entitled to wear a broad pendant; nor shall any captain hoist one without the direction of the Secretary of the Navy.

ARTICLE 60.

Captains entitled to broad pendants.

When a captain shall be authorized to hoist a broad pendant he shall be entitled to wear it until ordered to strike it by the Secretary of the Navy, except when he shall be in the presence of a senior captain wearing a narrow pendant.

ARTICLE 61.

When two or more captains meet.

When two or more captains entitled to wear broad pendants shall meet the senior in rank shall wear a blue pendant; the second in rank shall wear a red pendant, and those junior shall wear white pendants.

ARTICLE 62.

A captain may shift his broad pendant from one vessel to another of his fleet, &c.

A captain entitled to wear a broad pendant may, if circumstances require it, shift his pendant to any of the vessels of his fleet, squadron,

or division, assigning by the first opportunity to the Secretary of the Navy, or the commander-in-chief, his reasons for doing so.

ARTICLE 63.

Pendant of the commander of a squadron not to be worn by any vessel, unless.

The pendant of the commander of a squadron shall not be worn by any vessel at sea, unless the officer entitled to it shall be embarked in her, nor upon any vessel in a port in the United States when the officer entitled to it is absent from the port; and such officer is to direct it to be struck when he leaves such port with an intention to remain more than twenty-four hours; and during such absence the senior officer present shall issue necessary orders according to such directions as may have been given to him by the commander of the squadron.

ARTICLE 64.

During the absence of commander-in-chief in a foreign port, his pendant to be worn by vessel commanded by officer next in rank, except.

When the commander of a squadron shall, in a foreign port, leave his command with intention to be absent as aforesaid, his pendant shall not be struck, but shall be worn by the ship commanded by the officer next in rank to him, if such officer is senior to the captain of the fleet or to his principal aid; but if either of those officers should be the senior present, the pendant will not be shifted, and such officer will command in the absence of the commander of the squadron, according to such directions as he may have received from him.

ARTICLE 65.

National anniversaries falling on a Sunday.

When a national anniversary, for which a salute shall be fired, shall fall on a Sunday, the salute and the other ceremonies shall be observed on the succeeding day, and in no case shall a salute be fired on Sunday unless the failure to do so would give offence; but salutes may be returned on that day.

ARTICLE 66.

Vessel joining a commanding officer on Sunday may salute on Monday.

If a vessel shall join a commanding officer who is entitled to a salute on Sunday, it shall be fired on Monday immediately after hoisting the colors.

CHAPTER VI.

THE COMMANDER-IN CHIEF OF A FLEET OR SQUADRON.

ARTICLE 1.

Shall inform himself of the condition of his command.

When an officer shall be appointed to the command-in-chief of a fleet or squadron he shall, as early as possible, inform himself of the state and condition of the vessels, and the qualifications and characters of the commanding and other officers placed under his command, so that he may be able to select for any special service the officer best qualified to perform it.

ARTICLE 2.

He will use every exertion to equip his fleet expeditiously.

He will use every exertion to equip the fleet or squadron as expeditiously as possible, and make weekly reports to the Navy Department of his progress or the cause of any unusual delay.

ARTICLE 3.

His command to be kept in perfect condition for service.

He will at all times keep the fleet or squadron in the most perfect condition for service that may be practicable.

ARTICLE 4.

Reports to be made immediately before sailing.

Immediately before sailing for foreign service, he will cause reports to be made to the proper bureaus of the length of time for which the fleet is provided with provisions and stores; and he must, thereafter, give them such information as will enable them to forward supplies in time to prevent the necessity of disadvantageous purchases abroad.

ARTICLE 5.

To be frugal in expenditure of stores and provisions.

As many circumstances may arise to prevent or delay the arrival of provisions and stores upon foreign stations, the commander-in-chief will strictly enjoin upon all commanding officers of vessels to take the greatest care of stores, to practice the utmost economy in their expenditure, not to apply for survey until articles are reported unfit for use, and to convert those which may be unfit for one purpose to any other for which they will answer.

ARTICLE 6.

To make no alterations without the consent of the Secretary of the Navy.

He shall not order or authorize any alteration in vessels without the previous consent of the Secretary of the Navy, unless in cases of pressing emergency, of which he shall give the department the earliest information.

ARTICLE 7.

To direct frequent examinations of hospitals.

He shall direct frequent examinations of the hospitals and hospital ships, and will require from the examining officers written reports of their state and condition, and cause every attention to be paid to the comfort of the sick.

ARTICLE 8.

All requisitions for supplies to be approved, by whom.

All requisitions for supplies for vessels must receive his approval before the articles will be furnished, unless the vessels should be separated so as to render it impracticable; and in such cases the requisitions must be approved by the senior officer present, and copies transmitted to the commander-in-chief by the earliest opportunity.

ARTICLE 9.

Approving officer must satisfy himself that articles and quantity are required.

The officer approving a requisition must, in all cases, satisfy himself that the articles and quantity required are necessary for the public service and conformable to such allowances as are or may be established.

ARTICLE 10.

Copies of bills to be forwarded to proper bureau.

A copy of every bill for purchases made abroad must be forwarded quarterly to the proper bureau, with a statement of the reasons which rendered the purchase necessary.

ARTICLE 11.

When there is no regular agent he may employ one, and to prefer consul.

Where there is no regular agent established, he may employ one, or adopt such other measures for the purpose of procuring supplies as he may deem most advantageous for the United States, giving preference to a consul of the United States, if one resides at the place.

ARTICLE 12.

To exercise vessels under his command whenever circumstances permit.

He will exercise the vessels of the fleet or squadron, whenever circumstances will admit, in performing the various evolutions that are essential to order and safety, and particularly those which it may be necessary or useful to adopt in presence of an enemy.

ARTICLE 13.

To cause boats to be inspected when armed and manned.

He will cause the boats of the squadron to be frequently assembled and inspected when manned and armed, and exercised in fleet sailing, in the evolutions for landing or embarking from the shore, and for boarding the vessels of an enemy.

ARTICLE 14.

To inspect the vessels under his command.

He shall inspect the vessels under his command once a quarter when practicable, and at other times as frequently as he may deem necessary; and he will see that all proper attention is paid to order, discipline, efficiency, and cleanliness, to the laws and regulations, and to the instructions from the Navy Department; and shall be careful that the ship in which he himself sails shall be a proper example to others.

ARTICLE 15.

To be attentive to conduct of officers and men in battle.

He shall be attentive, in battle, to observe the conduct of those under his command, that he may be able, if necessary, to correct their errors and prevent ill effects from any accident or neglect, and to make correct reports of their conduct.

ARTICLE 16.

May transfer or suspend officers under his command, and report to department

Should he find cause to transfer or suspend any officer under his command, he shall, in such case, transmit to the Secretary of the Navy, by the earliest conveyance, his reasons for the same.

ARTICLE 17.

He will issue general orders regulating leave of absence.

He shall issue general orders regulating the extent of leave of absence which may be granted to officers and men to visit the shore by

the commanding officers of vessels; but no officer shall be allowed to be absent on leave from the vessel to which he belongs, when in squadron, more than forty-eight hours without the written permission or authority of the commander-in-chief.

ARTICLE 18.

He will make semi-annual reports to the Secretary of the Navy.

He shall make to the Secretary of the Navy semi-annual reports of the professional skill and attainments of all commanding officers of vessels under his command, and also of the order and efficiency in which they keep their vessels; and if an unfavorable report is made, the officer shall be informed of the fact.

Quarterly reports.

He shall also make quarterly reports of the number and rates of their crews and the expiration of their service.

ARTICLE 19.

He will correspond regularly and frequently with the department.

He shall correspond regularly and frequently with the Secretary of the Navy, keeping him informed of his proceedings and of the state and condition and probable wants of the vessels under his command, and of all other important information within his knowledge relative to the service on which he may be employed, or to any foreign naval force employed upon the station, or in its vicinity, sending duplicates, and, if necessary, triplicates, when on foreign service.

ARTICLE 20.

He will forward monthly returns of state and condition of fleet.

He shall forward, by all convenient opportunities, to the Secretary of the Navy monthly returns of the condition, distribution, and employment of the vessels of the squadron.

ARTICLE 21.

He will keep copies of all orders and letters.

He shall keep, in the most intelligible form, copies of all orders given or received by him, and of all his official correspondence; and at the end of every cruise he will transmit to the Secretary of the Navy a list of all the numbers of his correspondence with the department, and shall furnish duplicates of all such as the Secretary shall inform him have not been received. Every letter to the department must be endorsed with its date and number, and the number of enclosures it contains, and each enclosure must be marked with the date and number of the letter to which it belongs.

ARTICLE 22.

To forward plans or suggestions for improvements.

He will forward to the Navy Department any suggestions or plans for the improvement of public works in navy yards, or in the construction, equipment, or arrangement of vessels-of-war, or upon any subject connected with the navy, which he may deem important to the interests of the United States, accompanying the same with plans and estimates of their cost when practicable.

ARTICLE 23.

When about to return home he will leave all surplus provisions.

When a vessel of a squadron is to return to the United States, he shall withdraw all provisions and stores not necessary for her passage home, if required for the vessels which remain, and take care to transfer to her invalids and all persons whose terms of service have expired or are about to expire, unless the public interests should require their detention.

ARTICLE 24.

Not to resign his command without consent of the Secretary of the Navy, except.

He shall not resign his command without the previous consent of the Secretary of the Navy, unless a medical survey shall certify that the state of his health renders it absolutely necessary.

ARTICLE 25.

When he resigns he will surrender all orders, copies, &c.

When he shall, for any cause, resign or transfer his command, he shall deliver to his successor accurate copies of all unexecuted instructions and orders, taking receipts for the same, together with all information relating to the squadron or the service which may be useful to him.

ARTICLE 26.

Should he be killed in battle his pendant to be kept flying.

Should he be killed in battle his flag or pendant shall be kept flying while the enemy remains in sight, and the officer next in rank shall be immediately informed thereof, and will take command of the fleet or squadron.

ARTICLE 27.

If obliged to leave his station on account of ill health, the officer next in command to succeed.

Should he die or leave his station in consequence of ill health before permission can be received from the Secretary of the Navy, the

officer of the squadron next in rank shall succeed to the command, and exercise the powers of commander-in-chief, and, if a captain, shall retain them until otherwise ordered by the Secretary of the Navy; but if a commander or inferior officer, he may be superseded by order of any *captain* with whom he may meet in command of a squadron or vessel.

ARTICLE 28.

Officers succeeding to command to relinquish it as soon as a successor arrives.

Any officer who shall have succeeded to the command-in-chief of a fleet under the circumstances named in article 27, shall discontinue to exercise the powers and authority of commander-in-chief so soon as he shall receive official information of the arrival within the limits of the station of an officer who has been duly appointed to the command-in-chief upon the station, without waiting to meet with, or to receive an order directly from, such commander-in-chief.

ARTICLE 29.

To examine and compare internal regulations of vessels.

He will examine and carefully compare the internal regulations for general police, prepared by the commanders of vessels, (see article 8, section 1, chapter 9,) in order to secure uniformity in the time and manner of executing the duties of the several vessels of the squadron.

ARTICLE 30.

He shall direct course to be steered.

He will direct the course to be steered by all vessels present under his command.

ARTICLE 31.

When he takes immediate command of vessel.

If from any circumstance he shall deem proper to take the immediate command of the ship in which he sails, he will cause the fact to be entered on the log.

CHAPTER VII.

COMMANDERS OF SQUADRONS AND DIVISIONS OF FLEETS.

ARTICLE 1.

They are responsible to commander-in-chief.

The commanders of squadrons under a commander-in-chief will be held responsible to him for the efficiency, discipline, and management of the vessels under their immediate command.

ARTICLE 2.

Reports, returns, and requisitions, to whom and how made.

All reports, returns, and requisitions from vessels belonging to squadrons or divisions of a fleet must be made to their respective commanding officers, and by the commanders of divisions or ships to commanders of squadrons, and receive their approval or remarks before they are transmitted to the captain of the fleet or to the commander-in-chief.

ARTICLE 3.

Commanders of squadrons or divisions may correct mistakes or the negligence of ships in another squadron, &c.

The commander of one squadron or division may correct, by signal or otherwise, any mistake or negligence of ships in another squadron or division, when it is probable they cannot be distinctly seen by the commander of the squadron or division to which they belong, or whenever, being in the presence of an enemy, the officer commanding that squadron or division does not himself immediately correct such negligence or mistake; and in battle he shall carefully observe the conduct of all ships which may be near to him, that, if required, he may report on it.

ARTICLE 4.

If he sees a vessel avoiding battle he may take the measures the case requires.

If a commander of a squadron or division should, during battle, perceive any vessel of a squadron or division commanded by an officer of inferior rank or junior to himself evidently avoiding battle, or not doing his duty, he shall make proper signals to him, or take such other measures as the case may require, and give the earliest information of his proceedings to the commander-in-chief.

ARTICLE 5.

To inspect vessels before going to sea and on returning to port.

Commanders of squadrons and divisions shall, when practicable, inspect the vessels under their command immediately before going to sea and after their return into port, and at other times, when it can be done, as often as once a quarter, or whenever the commander-in-chief may direct; and shall make reports in writing to him of the state of their efficiency, preparation for battle, and discipline, in such form as is or may be prescribed by the department.

ARTICLE 6.

To make all necessary signals when the commander-in-chief does not manœuvre the fleet in detail.

Whenever the commander-in-chief shall not declare his intention of manœuvring the fleet in detail, it shall be the duty of the com-

manders of squadrons and divisions to make all the signals which may be necessary to regulate the movements of their squadrons or divisions, so as to carry into execution any general evolution, or to preserve any prescribed position that may have been ordered by the commander-in-chief.

ARTICLE 7.

Reports, after battle, of the conduct of officers.

They will, after battle, call upon the captains for written reports of the conduct of the officers, and the state and condition of the vessels under their command, and will forward such reports, with full remarks of their own, to the commander-in-chief through the prescribed channel.

ARTICLE 8.

Orders to the commander of the vessel in which commander of division is embarked.

The captain or commanding officer of a vessel in which the commander-in-chief of a squadron, or the commander of a squadron or division, but not commanding in chief, shall be embarked, will be particularly careful to conform strictly to all orders he may receive from such superior officer respecting the management of the vessel, the sail to be carried, and all matters which may regulate or influence the movements of the vessels of the squadron; and such superior officer will communicate all his orders which may relate to the vessel in which he is embarked immediately to the commanding officer of such vessel, unless the urgency of the case should require an order to be given directly to the officer of the deck, in which case the commanding officer of the vessel is to be immediately notified.

CHAPTER VIII.

CAPTAIN OF A FLEET.

ARTICLE 1.

He will be in same vessel with commander-in-chief.

The captain of a fleet shall be embarked in the same vessel commander-in-chief.

ARTICLE 2.

He will keep a journal of the operations of the fleet.

It shall be his duty to keep a journal of the movements and operations of the fleet or squadron, and to note particularly the various evolutions which may be ordered, or which may take place in action,

and every other circumstance of importance which may pass under his observation. He will present the journal to the commander-in-chief for his inspection whenever he shall require it.

ARTICLE 3.

He will transmit all orders from the commander-in-chief.

He will transmit such orders as he may receive from the commander-in-chief, and, in his name, to the persons for whom they are intended, according to his directions, either in writing or verbally, as may be necessary. These orders shall be obligatory upon all persons in the fleet to whom they may be addressed, when issued at the place where the flag or pendant of the commander-in-chief is flying.

ARTICLE 4.

He will report neglect or disobedience of orders.

He shall immediately report to the commander-in-chief any neglect or disobedience of his (the commander-in-chief's) orders.

ARTICLE 5.

Register of orders to be kept.

He shall keep a register of all orders of the commander-in-chief, noting the day and the hour when he shall have received them. This register shall be kept according to form No. 1 in Appendix.

ARTICLE 6.

Register of number and dates of all orders.

He shall keep another register, in which he shall insert the register number of all the orders he may transmit, noting the day and the hour when they were transmitted.

ARTICLE 7.

He will see that officers called on board to receive orders come provided with an order book.

He shall take care, when officers are called on board to receive verbal orders, that they note in an order book, which they must bring for that purpose, the substance of the order given.

ARTICLE 8.

All signals to be inserted in a register.

He shall cause to be inserted in a register all signals which may be made in the fleet or squadron, as in form No. 2.

ARTICLE 9.

He shall be subject to the orders of the commander-in-chief.

The captain of the fleet shall be subject only to the orders and directions of the commander-in-chief, or whoever may act as commander-in-chief for the time being.

ARTICLE 10.

On other service he will take rank according to his commission.

Whenever the captain of the fleet shall be detailed for or employed on other service, he shall take rank and command according to his commission.

ARTICLE 11.

A commander when appointed as aid to commander-in-chief will act as captain of the fleet.

A commander, when duly appointed as principal aid to the commander-in-chief of a squadron, shall, in that squadron, perform the duties herein prescribed for the captain of a fleet, except that all orders must be signed by the commander of the squadron.

CHAPTER IX.

SECTION 1.

COMMANDERS OF VESSELS.

ARTICLE 1.

Examination of vessel when appointed to command.

When an officer shall be appointed to the command of a vessel, he shall join her forthwith, examine her throughout, and ascertain her state and condition.

ARTICLE 2.

Report to commanding officer of navy yard defects or deficiencies.

If the vessel is still under the charge of the commanding officer of a navy yard, he will be attentive to her repair and equipment, and will report to the commanding officer of the navy yard any defects or deficiencies which, in his opinion, require further attention.

ARTICLE 3.

He will be particular in examination and reports when vessel is transferred to his charge.

He will be particular in his examination and reports at the time when it may be proposed to transfer the vessel entirely to his charge, so as to prevent any subsequent complaints in relation to neglects or deficiencies in the repairs or equipments.

ARTICLE 4.

He will exercise no authority over the vessel until she is delivered to him.

He will exercise no authority or control over the repairs or equipments of the vessel before she is delivered into his charge, nor over the officers and mechanics of the navy yard, unless with the assent or direction of the commanding officer of the yard.

ARTICLE 5.

Examination and formal transfer of the vessel.

When a vessel is ready to be transferred from the navy yard to the officer appointed to command her, the commanding officer of the yard and the said officer will together make a personal examination of the vessel; after which the transfer will be formally made in the presence of as many of the officers and crew as can be assembled, and the appointment of the officer to the command read, and the vessel placed in commission by hoisting her ensign and pendant.

ARTICLE 6.

The act for the government of the navy will be read.

After a vessel is placed in commission, the commander will take the earliest opportunity to cause to be read to the officers and crew, or as many of them as can be assembled at muster, the 1st section of the act for the government of the navy.

ARTICLE 7.

He will be held responsible after assuming the command.

After assuming the command he will be held responsible for the whole conduct and good government of the officers and others belonging to the vessel, according to the laws and regulations for the government of the navy, and must himself set an example of respect and obedience to his superiors, and of unremitting attention to his duties.

ARTICLE 8.

He will prepare internal regulations.

He will immediately prepare such internal regulations for the general police of the vessel under his command as he may think necessary or expedient; but, when under the command of a superior officer, he shall submit the same for his approval or modification.

ARTICLE 9.

He will use every exertion to complete her arrangements and make weekly reports.

When a vessel shall be transferred by the commanding officer of a navy yard to him for service, he shall use every exertion to complete the arrangements that may be necessary for her efficient employment at sea, and shall report weekly, or oftener if directed, to the proper authority, her state and any deficiency of officers or men, for the information of the Secretary of the Navy.

ARTICLE 10.

A statement of the vessel's condition and qualities will be furnished him.

When appointed to the command of a vessel, he shall be furnished with a statement, as in form No. 3 of the Appendix, of her condition and her presumed or ascertained qualities, by the commandant of the navy yard, or by the previous commander, if the vessel be already in commission.

ARTICLE 11.

Shall station officers and crew as soon as possible, exercise them frequently, and have station bills made out and hung up.

He shall, as soon as possible, have the officers and crew at their quarters, and at the various stations for the performance of their different duties, and shall exercise them as frequently as other duties will permit before going to sea; and shall cause the quarter, watch, fire, and other station bills to be fairly made out, and hung in some conspicuous place, where all persons on board may have access to them

ARTICLE 12.

He will clear for action when approaching a vessel-of-war at sea.

When approaching any vessel-of-war at sea whose friendly character is not fully ascertained, and whose comparative apparent force is not greatly inferior, he shall take care that the vessel under his command is so far cleared for action as to guard against any possible danger from surprise.

ARTICLE 13.

In preparing vessels for action, &c., to follow instructions of Bureau of Ordnance.

In all matters connected with the preparation of his vessel for battle, and the exercise of his crew at quarters, he shall follow carefully such instructions as have been or may be issued by the Bureau of Ordnance and approved by the Secretary of the Navy.

ARTICLE 14.

He shall not exceed the established number of men in each rating, except.

The number of men in any rating which may be established shall in no case be exceeded, except to make good a deficiency in some superior rating, or by the express order of the Secretary of the Navy, or the commander-in-chief of a squadron on foreign service.

ARTICLE 15.

Quarterly returns of the state of the crew.

He shall make quarterly returns to his immediate commander of the state of his crew, according to form No.—, in Appendix.

ARTICLE 16.

Men not to part with their clothing, except.

The men shall not be allowed to sell, exchange, or in any manner dispose of clothing or necessaries, without special permission.

ARTICLE 17.

Encouragement for good behavior.

He will give due encouragement to such persons as may distinguish themselves by meritorious behavior.

ARTICLE 18.

Reports of punishments.

He shall make reports, quarterly, according to such form as may be prescribed, to the commander of the fleet, squadron, or division, to be by him transmitted, through the proper channel, to the Secretary of the Navy, of all punishments which shall have been inflicted on board the vessel under his command, stating the offence and the nature and degree or extent of the punishment, with such explanatory remarks as he may think proper, as per form No. 4.

ARTICLE 19.

Monthly reports in the United States and bi monthly reports on a foreign station.

When in the ports of the United States he shall transmit, through the proper channels, to the Secretary of the Navy, monthly reports, in such forms as may be prescribed, of all persons who have been received on board, or who may have died, been discharged, or deserted from the vessel under his command within that period. When on a foreign station similar reports shall be made monthly to the commander-in-chief of the fleet or squadron, to be forwarded to the Navy Department.—(See forms 5, 6, 7, 8, 9, and 10.)

ARTICLE 20.

Encouragement to officers to improve themselves. Midshipmen to keep journals.

He is to encourage the officers to improve themselves in every branch of nautical science, and shall require midshipmen to keep regular journals, according to such form as may be prescribed, and present them to him for inspection on the first of every month; and he will sign his name to them in evidence of his having examined the same.

ARTICLE 21.

He may require certain officers to make observations and report them.

He may, at his discretion, require the lieutenants, master, passed and other midshipmen to make frequent observations and calculations for determining the latitude and longitude and the variation of the compass, and report results to him.

ARTICLE 22.

Certain officers to provide themselves with a sextant or octant and some approved work containing tables for ascertaining the ship's place.

He shall require each of the lieutenants, the master, passed and other midshipmen, belonging to the vessel, to procure a good sextant or octant and some approved work containing the usual tables for ascertaining the ship's place from observations for latitude and longitude, that, in case it should be necessary to place any of them in charge of a prize or other vessel, they may have the necessary means for navigating her.

ARTICLE 23.

On being transferred from one vessel to another he may take certain persons with him.

Whenever a commander is removed from one vessel to another, he may take with him his clerk, coxswain, one officers' steward, one officers' cook, and one person of inferior rating.

ARTICLE 24.

Books and papers that he will deliver to his successor.

He shall deliver to the officer appointed to succeed him in command all signal books and the originals or attested copies of all unexecuted orders which he may have received, for which he must take receipts in duplicate, sending one copy through the proper channel to the Navy Department.

ARTICLE 25.

He will leave his successor a muster book and expense book.

He will leave with his successor in command a complete muster book and expense book, duly audited and signed by him, to the time of his resigning his command.

ARTICLE 26.

He will leave his successor a report of the qualities of his vessel.

He shall leave with his successor a report of the qualities of the vessel according to such forms as may be prescribed, together with every other information which he may deem serviceable to her commander, and he will forward a similar report to the Navy Department whenever he is removed from or resigns the command of a vessel.—(See form No. 3, p. 233.)

ARTICLE 27.

Women not to be taken to sea, except.

Women are not to be taken to sea from the United States in any vessel of the navy without permission from the Secretary of the Navy; nor when on foreign service, without the express permission of the commander-in-chief of the fleet or squadron, or of the senior officer present, and then only to make a passage from one port to another.

ARTICLE 28.

To keep the sea the time required by his orders.

When directed to cruise, he is to keep the sea the time required by his orders, or produce satisfactory reasons for deviating from them.

ARTICLE 29.

To visit no port not designated in his instructions.

He is not to go into any port but such as may be designated or permitted by his instructions, unless from necessity, and then to make no unnecessary stay.

ARTICLE 30.

He will give convoy to vessels of the United States, and to others entitled to protection.

In time of war, or appearance thereof, he shall give convoy to vessels of the United States, or others entitled to his protection, when it can be done without deviation from his orders, or improper detention of the vessel under his command.

ARTICLE 31.

He must explain satisfactorily the cause of separation from a fleet or squadron.

Should a vessel be separated from a fleet or squadron to which it belongs, the commander must show, in the most satisfactory manner, that such separation was not caused by any neglect of his, and that he had complied strictly with all instructions which may have been given for his government in case of such separation.

ARTICLE 32.

He will facilitate examinations by custom-house officers of the United States.

He will facilitate any examination which it may be the duty of any custom-house officer of the United States to make on board the vessel he commands.

ARTICLE 33.

No public punishment nor general exercise to be ordered while a superior is on board.

The commanding officer of a vessel in which there shall be a superior officer in actual command shall order no public punishment nor general exercise while such superior officer is on board, without his knowledge and consent.

ARTICLE 34.

Boys of the ship to be instructed.

He shall, when practicable, cause some competent person among the petty officers, or persons of inferior rating, to instruct the boys of the ship in reading, writing, and arithmetic.

ARTICLE 35.

Apprentices are not to serve as waiters, but are to be instructed.

He will not permit any boy who shall have been shipped to serve until he is twenty-one years of age to act as a waiter upon any person, unless in case of absolute necessity, but shall take great pains to have him so instructed in the duties of the service as to best qualify him for becoming a good seaman and petty officer.

ARTICLE 36.

Vacancies among petty officers, how filled.

He shall cause vacancies amongst petty officers and seamen to be filled from the ship's company, if persons qualified be found on board, in preference to those from other ships.

ARTICLE 37.

Instruction to ordinary seamen and landsmen.

He shall cause the ordinary seamen and landsmen to be instructed in steering, heaving the lead, knotting and splicing, and in rowing, in the use of the palm and needle, and generally in other duties, such as bending and reefing sails, &c., that they may become qualified for the rating of seamen.

ARTICLE 38.

Report of all passengers.

He shall make a report to the commander-in-chief of the squadron, or to the Secretary of the Navy, if cruising alone, of all passengers carried in the vessel under his command, assigning his reasons for having them on board.

ARTICLE 39.

He will be governed by regulations for commanders-in-chief.

When not acting under the orders of a superior officer, he will be governed by the regulations for commanders-in-chief, so far as they may be applicable to his situation.

ARTICLE 40.

Bill of health.

Before leaving port he will take care that the ship is provided with a bill of health, to be exhibited, if required, to the health officer at any foreign port that he may visit.

ARTICLE 41.

Remark book.

He is to keep a remark book, in which he is to note all useful information regarding the places he may visit, stating, in every case, their latitude and longitude at least, and, as occasions may allow him to ascertain them, the variation of the compass, the prevailing winds and currents, the dangers in approaching the various anchorages, and the

means of avoiding such dangers; the supplies, particularly of water, provisions, and spars, which the said places can afford, and generally every other information regarding them which may be deserving of notice, and shall, when practicable, cause surveys to be made by the officers under his command, and shall make reports to the naval bureaus and to the Superintendent of the Observatory on the subjects appropriate to each, and at the conclusion of his cruise the *remark book* shall be sent to the Navy Department.

ARTICLE 42.

Spare spars, sails, &c., to be tried in their places before going to sea.

He will ascertain, by having them tried in their places, that the spare spars, sails, tiller, and other spare articles of importance, are of the proper size and ready for use, and will not allow them to be stowed for sea until they have been so tried.

ARTICLE 43.

Divine service.

When the state of the weather and other circumstances will permit, if there is a chaplain on board, and in case there is no chaplain, if there is any other proper person on board who will voluntarily perform that duty, he will see that divine service is performed in "a solemn, orderly, and reverent manner," and will take care that no duty but such as is absolutely necessary be carried on during Sunday, and more particularly during the hours of service, choosing such hour for the service as will insure it against interruption, or dispensing with it altogether if there is an imperious necessity for work.

SECTION 2.

PRESERVATION OF THE SHIP.

ARTICLE 1.

One of the three, or one of the two senior officers to be at all times on board. Leaves of absence restricted.

He shall not allow the vessel under his command to be left without one of the three, and in roadsteads and exposed situations one of the two senior officers, including himself; nor shall he grant leave of absence to any officer at any time when it will retard the public service, or render it necessary to place the watch in command of an officer inferior in rank to that required by the general instructions.

ARTICLE 2.

Lieutenants to be watch officers in all vessels, except.

Lieutenants are to be considered commanding officers of the watch in all vessels except brigs, schooners, or smaller vessels, in which

officers not below the rank of passed midshipmen may be employed as the regular watch officers, if there should not be lieutenants enough for that duty.

ARTICLE 3.

No officer other than those named in two preceding articles to have charge of watch, unless.

The deck or watch is never to be left in charge of an officer of lower rank than those designated in the preceding articles as the regular commanding officers of the watch, unless the number of such officers who may be attached to the vessel and fit for duty shall be less than four; when, if he shall deem it safe and expedient, the commander of such vessel may direct other officers to take charge of a watch, so that the number for that duty shall not exceed four.

ARTICLE 4.

Crew to be allowed to go on shore.

He will take suitable occasions to indulge the petty officers and men with leave to visit the shore when it can be done without injury to the public service, and in foreign ports with the permission of the municipal or proper authorities.

ARTICLE 5.

Liberty-book.

He shall have a liberty-book kept in the form prescribed. See form No. 11.

ARTICLE 6.

Conduct-book.

He will cause a conduct-book to be kept by the executive officer, in which the names of all petty officers and persons of inferior rating shall be entered, with remarks from time to time on the conduct of each, and a record made of any fact or circumstance that may aid him in preparing proper discharges at the end of the cruise.

ARTICLE 7.

Cables to be bent when approaching land.

On approaching land or anchorage of any kind, he shall be careful to have the cables bent in due time.

ARTICLE 8.

Hand-leads to be used when ship is in less than twenty-one fathoms.

When standing towards the land or shoals, he shall have the hand-leads used whenever the ship is in twenty fathoms water, or less.

ARTICLE 9.

In going into port, or near shoals, regular soundings to be taken.

When going into any port or harbor, or approaching near to shoals or rocks, whether with or without a pilot, he shall cause regular soundings to be taken.

ARTICLE 10.

Report to be made in case the vessel gets on shore.

In the event of the vessel under his command getting on shore, he is, in addition to stating the circumstances in the log-book, to report, by the first opportunity, the same to his commanding officer, if he should be under one; if not, to the Navy Department, stating the time she lay on the ground, and the supposed injury she may have received.

ARTICLE 11.

Precautions when ship comes to an anchor.

Upon all occasions of anchoring he is, if possible, to select a safe berth, and have the depth of the water and the quality of the ground examined for at least three cables' length round his vessel, in places that are not well known, or where he is a stranger, and have such bearings and angles noted in the log-book as shall enable him to recover an anchor, in case it should be necessary to cut or slip a cable.

ARTICLE 12.

Chain cables to be guarded against corrosion, and inspected.

He will cause the chain cables to be carefully guarded against corrosion, and have them inspected once a quarter.

ARTICLE 13.

Lightning conductors.

He shall take care that the lightning conductors are at all times ready for service.

ARTICLE 14.

Meteorological, barometrical, and sympiesometrical observations to be taken and recorded

He shall see that the meteorological observations are taken and recorded as per form in log-book; and on indications of the approach of gales or hurricanes he shall cause hourly or more frequent observations of the barometer and sympiesometer to be made, and every change in the force and direction of the wind recorded.

ARTICLE 15.

He will guard against fire.

He must be particularly careful to guard against accident from fire.

ARTICLE 16.

Lights and fires to be carefully guarded.

He will not permit lights or fires in any part of the vessel, except when necessary, and then only under the special care of some trusty persons.

ARTICLE 17.

Reading in bed by candle or lamp light forbidden; smoking restricted to certain parts of the ship.

No person shall be permitted to read in bed by the light of a lamp or candle; and no smoking must be permitted except at or forward of the galley, or, in a steamer, in such places as the commander may appoint, or in the cabin of the commander of the squadron or commander of the vessel, who shall be responsible for any accident that may arise from it; nor must any friction matches or similar composition be allowed on board any vessel.

ARTICLE 18.

Precautions when spirit-room is opened.

The spirit-room is never to be opened, nor spirits to be drawn off, except in day time, unless in cases of extreme necessity, and at such times every precaution is to be observed; and it is never to be opened except in the presence of an officer.

ARTICLE 19.

Lights not to be taken into spirit-room.

Lights must never be taken into the spirit-room to draw off spirits.

ARTICLE 20.

No spirituous liquors to be taken on board without his permission.

No spirituous liquors, or any inflamatory matter, shall be taken on board of any vessel without the permission of the commanding officer.

ARTICLE 21.

Precautions when powder is taken on board.

Lights and fires are to be extinguished, and all other proper precautions taken to guard against accidents, when it is necessary to receive, discharge, or remove powder, or to open the magazine.

ARTICLE 22.

The magazine never to be opened without his consent.

The magazine is never to be opened without the knowledge and consent of the commanding officer for the time being.

ARTICLE 23.

The vessel is to be kept well caulked.

The vessel is to be kept well caulked, particularly about the bitts, water-ways, and other parts liable to be strained. This work is to be done as far as practicable by the carpenters and caulkers of the vessel.

ARTICLE 24.

In case of shipwreck, he will save all he can, particularly certain books and papers.

In cases of shipwreck, or any other disaster whereby the ship may be lost, the commander, with the officers and men, shall stay by her as long as possible, and save all they can. He shall particularly endeavor to save the muster, pay, and receipt books, and other valuable papers.

ARTICLE 25.

He will carefully preserve or destroy signals, secret orders, &c.

He shall take special care to destroy, or carefully preserve, all signals, secret orders or instructions, to prevent their falling into improper hands.

ARTICLE 26.

He will preserve strict discipline, and prevent irregularities.

He will use every effort to preserve discipline, and prevent any irregularities which might give just cause of offence to the inhabitants of the country where they may be.

ARTICLE 27.

In case of shipwreck, he, and his officers and crew, will return to his station or to the United States.

He shall, in case of shipwreck without the United States, lose no time in returning to the fleet or squadron to which he may belong, or, if acting alone, to the United States, with his officers and crew; to effect which he may dispose of the property saved, or draw bills, as he may deem most advantageous to the public interests.

ARTICLE 28.

If shipwrecked within United States he will repair to nearest navy yard or station and report.

If shipwrecked within the United States he shall repair to the nearest navy yard or station, and in all cases make the earliest possible report to the Navy Department.

ARTICLE 29.

He will, in case of capture, destroy all signals or other papers.

Should the commanding officer of a vessel be compelled to strike his flag, he is to take special care to destroy all signals, or other papers, the possession of which by an enemy might be injurious to the United States; and he will keep them so prepared, with weights attached to them, that they will sink immediately on being thrown overboard.

ARTICLE 30.

He will not make any alterations in the internal arrangements of the vessel, except.

He will not, without authority and permission of the Navy Department, or the commander-in-chief of the fleet or squadron, make, or allow to be made, any changes in the internal arrangements, or decks, cabins, or state-rooms of the vessel, or in her armament, or masts, yards, sails, or rigging, except in cases of necessity; and when such changes occur he will report the same to the department by the first opportunity, and carefully note and report the effects which such changes may produce in the qualities, performances, or efficiency of the vessel. He will, however, in forwarding his reports of the qualities of the vessel, and at other times, if he deems it important, suggest any alterations which, in his opinion, would render the vessel more efficient, or improve her qualities in any particular, and the probable expense attending such change.

ARTICLE 31.

Lights, when and where to be carried.

He shall cause a light to be carried on the bowsprit end, or some other conspicuous place forward, at all times in the night at sea, and in harbors when there is any danger of collision.

ARTICLE 32.

Night order-book.

He shall keep a night order-book, in which shall be entered all orders given to the officer of the deck for his government during the night.

SECTION 3.

PRESERVATION OF THE MEN.

ARTICLE 1.

Cleanliness, dryness, and pure air. Wet clothes and bedding not to be taken below.

As cleanliness, dryness, and pure air are essentially conducive to health, he is to use his utmost endeavors to insure them to the ship's company. He shall not suffer the men to sleep in wet clothes or bedding, or to take them below the gun-deck when it can be avoided.

ARTICLE 2.

Inspection of the vessel.

He will personally inspect the vessel every day, if circumstances will admit, on which occasions he shall be accompanied by the executive officer, and shall satisfy himself that nothing has been neglected for the efficiency of the vessel or the health of the crew.

ARTICLE 3.

The decks to be frequently cleansed and dried.

He shall cause the decks to be frequently washed, or otherwise cleansed, having proper reference to the state of the weather, taking care to have the decks where the men sleep as thoroughly dried as possible before they are permitted to take their meals or their bedding below.

ARTICLE 4.

Bedding and clothing to be aired and cleansed.

He shall cause the bedding and clothing of the crew to be opened, dried, and cleansed as often as once a fortnight, and oftener in warm climates, when the weather will permit.

ARTICLE 5.

The men not to sleep where exposed to night dews.

He shall not allow men to sleep about the deck in situations where they will be exposed to night dews or rains.

ARTICLE 6.

The men shall bathe and wash.

He shall cause the men to bathe or wash themselves frequently when the weather is warm.

ARTICLE 7.

Attention to be paid to the suitable clothing of the men.

He shall pay great attention to the suitable clothing of the men, obliging them to make such changes as in the opinion of the medical officers and himself will be most conducive to health, according to the changes of climate to which they may be subjected.

ARTICLE 8.

Boats' crews to have their breakfasts before leaving vessels, &c.

He shall take care that the boats' crews have their breakfasts before leaving the vessel, and their other meals at the usual times, except special duties shall prevent it.

ARTICLE 9.

Boats not to be detained on shore after watch is set, unless.

He shall not allow the boats to be detained on shore for officers after the setting of the watch, unless the officers are upon duty.

ARTICLE 10.

Prevent all unnecessary exposure of men.

He shall prevent all unnecessary exposure of those under his command which may tend to produce disease.

ARTICLE 11.

He will guard against improper use of fruit.

He shall adopt suitable precautions to prevent the use of improper quantities of fruits, or of other articles which may endanger the health of the crew.

ARTICLE 12.

He will order such issues of clothing as may be required.

He will order in writing such quantities of clothing and small stores, and such only, as may be required for the health and comfort of the men, to be issued by the paymaster; but when the men are indebted to the United States he will limit the quantity to mere necessaries.

ARTICLE 13.

Water not to be drank until it is clear of impurities.

He will not allow water to be drank by the men until the mud and other impurities it may contain shall have had time to settle.

ARTICLE 14.

Men not to be placed on an allowance of less than one gallon of water, except.

The men shall not be placed on a daily allowance of less than one gallon of water unless the commander should deem the interest of the service absolutely to require it.

ARTICLE 15.

Issues of fresh meat and vegetables.

When in port, he may cause fresh meat and vegetables to be issued to the crew, not exceeding four days in the week, unless the surgeon may think a more frequent issue necessary to their health.

ARTICLE 16.

Induce the discontinuance of spirit ration, provided.

He shall endeavor to induce the men to relinquish the spirit part of their ration, provided they will relinquish it for not less than three months, or for the remainder of the cruise; and may withhold it from all persons who may be guilty of drunkenness.

ARTICLE 17.

Attention to the comfort of the sick and wounded.

He will cause every attention to be paid to the comfort of the sick and wounded by the surgeon and others, and take care that proper persons be appointed to attend upon them.

ARTICLE 18.

Sick reports, &c.

He will require from the surgeon a daily report of the state of the sick, and whenever he may think proper his opinion of the best means of preserving or restoring health.

ARTICLE 19.

Men sent to hospital.

When men are sent to the hospital, (which is not to be done without the sanction of the superior officer in command of the station, except in cases not admitting of delay,) they are, if practicable, to be accompanied by a medical officer, with a statement of the case, who is to see that the clothing and bedding of the men are carefully delivered to the proper officer of the hospital, with a complete list of the same.

ARTICLE 20.

Men sent to hospital in United States from a vessel in commission to be borne on ship's books.

Men who may be sent to a hospital in the United States from a vessel in commission are to be borne on the books of the vessel from which they are sent, as a part of her complement, until the vessel shall proceed to sea or be paid off, unless they shall sooner be discharged, or transferred from the vessel by competent authority.

ARTICLE 21.

Before a vessel sails application must be made for men in hospital.

Application must be made, when practicable, before a vessel sails, for all men who have been sent to the hospital, and all such as are, in the opinion of the surgeons of the ship and hospital, in a state to join the vessel are to be returned on board, with their clothing and bedding.

ARTICLE 22.

Clothing furnished to persons in hospital.

If any clothing or other articles have been furnished to persons whilst at a hospital with which they ought to be charged, the articles and their cost are to be particularly stated, returned to the vessel upon the back of the clothes lists which were sent to the hospital with them, duly certified by the proper officer of the hospital, and charged against the pay of the persons who received the same.

ARTICLE 23.

Accounts of persons left in hospital.

Before proceeding to sea, he shall take care that the accounts of all persons who may be left in the hospital shall be transferred to the paymaster of the station.

ARTICLE 24.

Precaution not to board a vessel that would subject to quarantine.

He shall direct officers who may be sent to board a vessel to ascertain, before boarding, if the state of such vessel would expose persons visiting her to quarantine; and the officers shall not, except in cases of emergency, allow any such communication as would subject to quarantine, without orders from his commander.

ARTICLE 25.

Yellow flag to be hoisted when vessel is subject to quarantine.

Should any vessel of the navy have had any communication, or visited any port, or have any disease on board which would subject her to quarantine, it shall be the duty of the commander to have a yellow flag hoisted to warn others against any improper communication with her.

ARTICLE 26.

Life buoys to be kept ready for service.

He shall take particular care that the life buoys are at all times ready to be dropped, and at sea and in strong tide-ways in port, shall have men stationed by them. He shall cause them to be examined every evening by the gunner, and their condition reported to the executive officer.

ARTICLE 27.

Quarter-boats to be kept in readiness for lowering.

He shall take care that the quarter-boats are kept in condition to be immediately lowered, with a crew for each in each watch, in charge of a petty officer.

ARTICLE 28.

Lives of men not to be exposed unnecessarily.

He shall not unnecessarily expose the lives of the men by setting them to do work outside the ship at sea, such as painting or scrubbing ship, &c.

ARTICLE 29.

If course directed to be steered when sailing in squadron is leading into danger, he will give notice.

If, while sailing in squadron, he shall find that the course directed to be steered is leading the ship under his command or any other ship into danger, he will give notice to the commander-in-chief and to the ship endangered.

SECTION 4.

PRESERVATION OF THE STORES.

ARTICLE 1.

Inventories to be furnished and accounts to be kept.

The commander of a vessel, when she is first equipped, shall be furnished by the commandant of the yard with inventories of all the

articles belonging to the different departments; and he is thereafter to cause accurate accounts to be kept of all expenses incurred for the vessel in the different departments, and shall make quarterly returns to the commander of the division, squadron, or fleet, according to such forms as may be prescribed, to be by him transmitted to the Navy Department, so that the annual expenses of each vessel may be correctly ascertained. (See form No. 12.)

ARTICLE 2.

Account of stores when the ship is paid off or placed in ordinary.

When the ship is paid off, or placed in ordinary, he shall require from the yeoman and other officers charged with stores an abstract statement of the receipts and expenditures of stores during each fiscal year, and the total quantity during the cruise; and shall, under this abstract, enter the quantities remaining on hand, as shown by his general abstract expense book. If the remaining stores shall be landed or can be surveyed before he leaves the ship, the quantities actually landed, or found to be on hand by survey, shall also be stated under the quantities as shown by the abstract book; and if any differences shall be found to exist, he shall have inquiry made as to the cause, and note the result upon the report, and forward the same to the Navy Department. If the commander should be detached and the ship delivered over before the stores are landed or surveyed, he will sign and transmit to the commanding officer of the navy yard the required abstract of receipts and expenditures during the cruise, and quantities on hand, as shown by the expense books kept by him.

ARTICLE 3.

He will examine returns, requisitions, and accounts.

He shall examine all the returns of expenditures, all requisitions for supplies, all accounts rendered against the vessel, and, on being satisfied of their correctness, shall approve the same.

ARTICLE 4.

In making or approving requisitions he is not to exceed allowances.

In making or approving requisitions for stores of any kind he will, unless otherwise specially authorized, only require or approve for the articles which may be necessary to complete such quantities as are or may be established as the allowance for the vessel, or specially authorized; and the requisition must state that it is so made.

ARTICLE 5.

Economy and care in expenditures.

He shall use the utmost economy and care in everything which relates to the expenses of the vessel or the public service; and shall

require from all those under his command a rigid compliance with the regulations for the receipt, conversion, and expenditure of stores of every description.

ARTICLE 6.

In case a cable be cut, slipped, or parted.

Should a cable be cut, slipped, or parted, the commander of the vessel, or, if he cannot, the senior officer present, shall use every exertion to recover it; but should neither have an opportunity, such information must be forwarded to the Navy Department, or the nearest public agent of the United States, as may best enable them to have it done.

ARTICLE 7.

Disposition of stores when a vessel is placed in ordinary.

When a vessel is ordered to be placed in ordinary, he shall, unless otherwise directed, after a survey shall be made upon the different articles, cause all her stores to be tallied and properly marked and safely delivered to the proper officers of the navy yard.

ARTICLE 8.

Disposition of empty barrels or packages.

When any barrels or packages in which provisions or other articles have been received on board shall have been emptied, they shall, if they cannot be returned to a navy yard, either be converted to some public use in the vessel or be sold, and the amount received for the same shall be paid to the paymaster, and reported and accounted for by him in the same manner as other public moneys; and all articles so sold and the amounts paid to the paymaster shall be entered in the log-book.

ARTICLE 9.

Disposition of "slush" money.

All "slush" which may not be required for the use of the vessel shall be sold and the proceeds paid over to the paymaster, who shall receive, expend, and account for the same, under the direction of the captain, for the following purposes, viz: for premiums to the captains of guns who shall fire most accurately at a target when exercising with ball; to men making the best shots with small arms; for musical instruments and music; for furnishing rough clothing for the cook and his assistants and the captain of the hold, and for dress clothing for side and messenger boys whose pay may be inadequate to meet the expense.

ARTICLE 10.

He will not land stores unless ordered, and will re ship them unless otherwise directed.

He shall not land any articles of outfits or stores with which the vessel may be supplied, unless the commander-in-chief of the squadron should so order; and he shall, before he leaves a foreign station, take on board any articles so landed, unless otherwise directed.

ARTICLE 11.

Masts not to be strained in setting up stays, &c.

He shall be particularly careful that the masts of the ship are not crippled or strained in setting up the stays and rigging, and that the masts retain the same angle with the keel after the stays and rigging are set up that they did when they were only wedged.

ARTICLE 12.

How lower and topmast stays and shrouds are to be set up.

He shall not allow any lower or topmast stays or shrouds to be set up otherwise than by lanyards rove through hearts or dead-eyes, properly fitted to the stays and shrouds, or by screws of sufficient length to allow the stay or shroud to be set up after it shall have been spliced or knotted.

ARTICLE 13.

Ships' company to be mustered before going to sea. Muster roll to be kept and forwarded to the Secretary of the Navy.

He will cause the ship's company to be mustered just before proceeding to sea, and thereafter as often at least as once a fortnight; and he is strictly to observe the law which requires him to cause an accurate list or muster roll of all the persons belonging to the vessel under his command to be kept, and that it embraces all the information directed by the law, and that such list or muster roll is forwarded to the Secretary of the Navy immediately before the ship proceeds to sea, after first receiving her crew, and at the prescribed intervals thereafter.

CHAPTER X.

COMMANDER OF A STEAM VESSEL.

ARTICLE 1.

To use diligence to acquaint himself with the construction of engines.

When an officer shall be appointed to the command of a steam vessel he is, in addition to the duties required from captains of sailing

vessels, to use all possible diligence to make himself acquainted with the principles and construction of the engines; the uses and effects of the various parts of the machinery; the period at which the engines were constructed, and of any extensive repairs which they may have undergone; the time when the last repairs were made, and when the vessel last received new boilers.

ARTICLE 2.

To ascertain the usual daily consumption of coals.

He is carefully to inform himself of the usual daily consumption of coals, and to obtain all other information which may increase his knowledge of the history and capabilities, and the most economical and efficient use of the engines and their appendages.

ARTICLE 3.

To guard against spontaneous combustion.

To prevent accidents by spontaneous combustion, he is to order the greatest care to be observed that the coals are not taken on board when wet, and that when on board they be kept as dry as possible. When a fresh supply is received, he is to direct that those remaining in the coal bunkers be, as far as practicable, so stowed as to be used first.

ARTICLE 4.

Cleanliness and ventilation to be secured.

As cleanliness and complete ventilation are of the greatest importance, he is to take care that every possible means be taken to insure that the air may circulate freely, and, if possible, that room be left for a man to get down upon the kelson to clear the timbers of all offensive matters which may accumulate.

ARTICLE 5.

Before leaving port to take on board all spare gear and to land none.

He is, before leaving the port where the vessel was fitted, to take on board all the spare gear belonging to the engines and machinery; and he is to land no part of it at any port where he may touch, without the written authority of the commanding officer of the station, or of the commander of the squadron to which he belongs.

ARTICLE 6.

He will allow firemen time to remove incrustations and deposits.

He is to allow the necessary time for the firemen to remove the incrustation and deposits which may have formed in the flues, chimneys, and boilers, as frequently as may be necessary or proper.

ARTICLE 7.

To make repeated trials of the best means of using steam, of the amount of coals required, &c.

Immediately on going to sea, he is, by careful and repeated trials, under various circumstances of weather and roughness of sea, to ascertain the best means of using steam to secure the greatest average speed relatively to the coal consumed, and also the attainment of any given distance, with the most economical expenditure of coals in either case; and also what amount of coals may be required to steam, under ordinary circumstances, to any given port, upon the supposition that the steam is worked without being cut off, or when cut off, at one-quarter, one-third, one-half, or three-quarters of the stroke of the piston.

ARTICLE 8.

Not to use steam except.

He is not to use steam in any case where the sails will enable him to perform the service in which he is engaged, without material delay.

ARTICLE 9.

To report the number of hours the vessel was under steam.

Whenever he joins his commanding officer after separation, or when he arrives at any port where there is a superior officer in command, he shall report the number of hours the vessel was under steam and under sail, and the circumstances which rendered the use of steam necessary, and he will be held accountable for any unnecessary expenditure of coal.

ARTICLE 10.

Precautions when a steam vessel is met.

When steam vessels meet on different courses (under steam,) which must unavoidably or necessarily cross so near that, by continuing their courses there would be a risk of collision, each is to put her helm *to port*, so as to pass the other on the port side.

ARTICLE 11.

Precautions when passing a steam vessel.

When passing another steam vessel in the same direction, and in a narrow channel, he must, if there is room, always leave the vessel he is passing on the port hand.

ARTICLE 12.

Precautions when meeting a sailing vessel.

With regard to sailing vessels, he is to bear in mind that ships on a wind are directed to keep their wind on the starboard tack, and he will therefore be careful so to act as to keep out of their way.

ARTICLE 13.

Lanterns to be kept in good order.

He shall take care that the proper lanterns, to prevent collision at sea, be kept in good order and always lighted at night.

ARTICLE 14.

Examination of engines, &c., when the steamer arrives in port.

Upon the arrival of a steamer in port, the senior officer present will direct an examination of the engines, boilers, and their dependencies, by a captain or commander and two senior engineers, and a report made of the defects, and whether they are such as cannot be made good by the engineers and artificers on board.

ARTICLE 15.

Proposed alterations not to be entered in list of defects.

No proposed alterations or additions to the machinery are to be inserted in the lists of defects, as on those points separate special applications must be made to the proper authorities.

ARTICLE 16.

Boilers to be filled with *fresh* water before going to sea.

When practicable he shall, before going to sea, cause the boilers to be filled with *fresh* water.

ARTICLE 17.

Repairs of engines to be made by engineers.

When repairs or cleaning are required for the engines or boilers, they are to be made, as far as practicable, by the engineers, firemen and coal-heavers of the vessel.

ARTICLE 18.

Force-pumps to be kept in order.

The force-pumps, hose and all other means for extinguishing fires must always be kept in order and ready for immediate use, and so

reported at the end of each watch, by the senior engineer on duty; and the utmost care must be taken, at all times, in the stowage of stores, the use of lights and fires, and the adoption of other precautionary measures to prevent danger from fire.

ARTICLE 19.

Bilge-pumps not to be used on ordinary occasions.

The bilge-pumps are not to be used on ordinary occasions, but are to be kept in good order, ready for use, and worked only sufficiently often to secure their efficiency at all times.

ARTICLE 20.

Steam-log.

A steam-log is always to be kept when the vessel is moved by steam, which log is to be signed in the column of "Remarks," by the senior engineer of the watch at the expiration of each watch, and at noon of each day by the senior engineer of the vessel.

ARTICLE 21.

Steam-log to be handed to commander daily.

The steam-log is to be handed to the commander of the vessel daily by the senior engineer on board; and it shall be the duty of the said commander to examine the same, and, when satisfied of its correctness, to sign it at the end of every calendar month, or oftener, should the vessel in the meantime arrive at or anchor in any port.

ARTICLE 22.

Steam-log to be transmitted to the Bureau of Construction, &c.

The commander of the vessel must transmit to the Bureau of Construction, &c., by the first safe opportunity after the close of the months of March, June, September, and December, a fair copy of the steam-log book for the preceding quarter, and, whenever a steamer is placed in ordinary, for the period which has not been previously transmitted.

ARTICLE 23.

Steam engineers to conform to orders.

He will require the steam engineers, when embarked, to conform to the orders of the officer of the watch for the time being; but they are not, except in cases of great emergency, to be ordered to perform other duties than those immediately connected with the preservation, repair, management or supplying of the engines and their dependencies.

ARTICLE 24.

Engineers to be arranged in watches.

He will cause the engineers, firemen and coal-heavers to be arranged in watches, and when on watch they are to be under the immediate direction of the senior engineer of the watch, and are not to be ordered on other duties than those connected with the engines, boilers and their dependencies, except in cases of emergency, and then the engineer on duty is to be informed that he may adopt all necessary precautions.

ARTICLE 25.

Senior engineer to prepare and submit station bills.

He will cause the senior engineer to prepare and submit for his approval station bills, showing the specific duties of the respective engineers, firemen, and coal-heavers in their watches, for attending to and for cleaning the different parts of the engines and their dependencies; and require him to give particular attention that the prescribed duties are performed in a proper manner, and, in case of misconduct or neglect, to report offenders to the officer of the watch, to the executive officer, or to the commander of the vessel, as the case may require.

ARTICLE 26.

Senior engineer to make daily inspection of the engines.

He will direct the senior engineer on board to examine daily the engines and their dependencies, and all parts of the vessel which are occupied by them, or by stores for their use, and to report them to the executive officer for inspection; to make immediate report, should any defect or danger be discovered; to give timely notice to the commander of the vessel of the probable wants of his department, and, whenever articles are received for it, to carefully examine if they are of proper quality, and report any which, in his opinion, may be objectionable.

ARTICLE 27.

Oat meal to be supplied for firemen and coal-heavers.

A supply of oat meal shall be put on board of steamers for the use of the firemen and coal-heavers, to be issued without charge to them, in such quantities and at such times as the commanding officer of the ship may direct.

ARTICLE 28.

Air below to be rarified when fires have not been lighted for a considerable period.

Where from any cause the fires of the engines may not have been lighted for a considerable period he will, to rarify the air below, cause the fires to be temporarily started, or well ignited charcoal in hand furnaces to be distributed in appropriate places, in the care of trusty persons.

CHAPTER XI.

EXECUTIVE OFFICER.

ARTICLE 1.

Who shall be executive officer.

The officer entitled to exercise general military command next in rank to the commander of the vessel, is to be considered the executive officer.

ARTICLE 2.

He shall have general superintendence.

He shall, under the direction of the commander, have the superintendence of the general duties to be performed, and of the police, to such extent as the commander may authorize or prescribe.

ARTICLE 3.

He shall have quarter, watch, and station bills made out.

He shall take care that the quarter, watch, and station bills are made out and kept complete, according to the orders which he may receive from the commander, and that copies of them, and of the internal regulations, are so disposed that all persons may readily refer to them for information.

ARTICLE 4.

He will examine ship daily.

He shall examine the ship daily, and report to the commander when she is ready for his inspection.

ARTICLE 5.

He shall require reports from the master, boatswain, gunner, carpenter, and sailmaker.

He shall require from the master, boatswain, gunner, carpenter, and sailmaker, reports of the state of the vessel in their respective departments, at the setting of the watch in the evening, and at eight o'clock in the morning.

ARTICLE 6.

He shall report the condition of the vessel in the evening.

He shall at the setting of the watch in the evening, report the condition of the vessel to the commander, and receive any orders he may have for him.

ARTICLE 7.

Have control of expenditure of stores.

He shall, under the direction of the commander, control the expenditure of all stores, (surgeon's, paymaster's, marine officer's, and engineer's excepted,) and examine weekly the reports of receipts and expenditures; and upon being satisfied of their correctness, will approve the reports and hand them to the commander.

ARTICLE 8.

He will require vigilance and conformity to orders.

He shall require vigilance from the officers of the deck; and that they and all other officers perform their duties in strict conformity with any orders that may be given for securing uniformity in the mode of carrying them into execution.

ARTICLE 9.

He shall have charge of the deck, when.

He shall have charge of the deck when the ship is getting under way or coming to anchor, or when all hands are called for any special exercise or to perform particular duties, unless the commander shall otherwise direct.

ARTICLE 10.

He shall report defects or deficiencies.

He shall immediately report to the commander any defect or deficiency which he may discover, and that may in any manner endangor the safety or impair the efficiency of the vessel.

ARTICLE 28.

Air below to be rarified when fires have not been lighted for a considerable period.

Where from any cause the fires of the engines may not have been lighted for a considerable period he will, to rarify the air below, cause the fires to be temporarily started, or well ignited charcoal in hand furnaces to be distributed in appropriate places, in the care of trusty persons.

CHAPTER XI.

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He shall have general superintendence.

He shall, under the direction of the commander, have the superintendence of the general duties to be performed, and of the police, to such extent as the commander may authorize or prescribe.

ARTICLE 3.

He shall have quarter, watch, and station bills made out.

He shall take care that the quarter, watch, and station bills are made out and kept complete, according to the orders which he may receive from the commander, and that copies of them, and of the internal regulations, are so disposed that all persons may readily refer to them for information.

ARTICLE 4.

He will examine ship daily.

He shall examine the ship daily, and report to the commander when she is ready for his inspection.

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He shall require reports from the master, boatswain, gunner, carpenter, and sailmaker.

He shall require from the master, boatswain, gunner, carpenter, and sailmaker, reports of the state of the vessel in their respective departments, at the setting of the watch in the evening, and at eight o'clock in the morning.

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He shall report the condition of the vessel in the evening.

He shall at the setting of the watch in the evening, report the condition of the vessel to the commander, and receive any orders he may have for him.

ARTICLE 7.

Have control of expenditure of stores.

He shall, under the direction of the commander, control the expenditure of all stores, (surgeon's, paymaster's, marine officer's, and engineer's excepted,) and examine weekly the reports of receipts and expenditures; and upon being satisfied of their correctness, will approve the reports and hand them to the commander.

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ARTICLE 26.

Air below to be rarified when fires have not been lighted for a considerable period.

Where from any cause the fires of the engines may not have been lighted for a considerable period he will, to rarify the air below, cause the fires to be temporarily started, or well ignited charcoal in hand furnaces to be distributed in appropriate places, in the care of trusty persons.

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He shall immediately report to the commander any defect or deficiency which he may discover, and that may in any manner endangor the safety or impair the efficiency of the vessel.

ARTICLE 11.

Shall have charge of cistern and store-room keys.

He shall have charge of the keys of the cistern and of the store-room.

ARTICLE 12.

Never to absent himself from the vessel, except.

He shall never absent himself from the vessel without the previous approbation of his commanding officer.

ARTICLE 13.

Not required to keep watch, unless.

He shall not be required to keep a watch unless the number of officers on board and fit for duty, who are authorized to take charge of a watch, shall be less than three.

ARTICLE 14.

He may advise the officer of the deck, when.

When the captain is not on deck, he may advise the officer of the deck in the working and management of the ship; and if, in his judgment, circumstances should make it necessary, he may take charge of the deck. But the presence of the captain or of the executive officer on deck is not to be considered as relieving the officer of the watch from any of his responsibility.

ARTICLE 15.

He shall inform himself of the capacity of each man on board.

He shall take pains to inform himself of the capacity of each man on board, and of the stations they may have previously filled, that he may station them to the best advantage.

ARTICLE 16.

His duty in case of fire.

In case of fire, or any other calamity which may place the ship in danger, he is to exert himself to maintain order; and if it should become necessary to abandon the vessel, he is, under the direction of the captain, to see that the sick and wounded are first cared for.

ARTICLE 17.

Shall attend when magazine is opened.

He shall personally attend whenever the magazine is opened for receiving or moving powder, and see that all the prescribed precautions against accidents are observed.

ARTICLE 18.

Must know when persons leave or return to the ship.

No person is to leave or return to the ship without his knowledge.

ARTICLE 19.

To act when the captain is absent.

In the absence of the captain he is to act in his stead, but is not to alter or change any of his regulations.

ARTICLE 20.

To correct abuses and report violations of laws.

He is to correct, as far as his power extends, all abuses; and if he observes or has knowledge of any violation of the laws or regulations for the government of the navy on the part of any person whomsoever, he is not to exercise any discretion in the matter, but to make immediate report to his commander.

ARTICLE 21.

When a boat leaves the ship at sea, to be provided with a compass.

If it shall be necessary to send a boat from the ship at sea, he shall be careful that she is provided with a compass.

ARTICLE 22.

Quarter boats—how to be prepared for sending from ship at sea.

He shall keep a breaker of water on board of each quarter boat at sea, and have a supply of provisions at hand sufficient for the support of the crew for one week, which will be placed in the boat whenever there is a probability of separation from the ship by fog or otherwise.

CHAPTER XII.

SECTION 1.

LIEUTENANTS.

ARTICLE 1.

To be attentive to duty and obedient to orders.

A lieutenant is to be attentive to his duties, and to obey with promptitude the orders which he may receive from his superiors.

ARTICLE 2.

To conform to the practice and words of command of the executive officer.

He shall conform as nearly as possible to the practice and words of command of the executive officer in the performance of his duties, when there is no particular regulation upon the subject.

ARTICLE 3.

Shall carry an order book when called on board flag ship to receive orders.

When called on board the ship of the commander of the fleet or squadron by signal, or when he shall be sent on board to receive orders, he is to take with him an order book, and insert therein the orders which he may receive.

ARTICLE 4.

To be attentive to the men of his division.

He is to be particularly attentive to the men belonging to his division at quarters, and give personal attention to the examination of their clothing at the stated periods which the captain may direct, and report to him upon their wants.

ARTICLE 5.

To have charge of a boat.

He shall have charge of one of the boats to be designated by the executive officer, and shall be responsible that it is kept properly equipped for service of all kinds.

SECTION 2.

WATCH OFFICERS.

ARTICLE 1.

His duties when in charge of the watch.

When an officer has charge of the watch, he is not to leave the deck until regularly relieved. He is to see that the officers and men are alert and attentive to their duty; that every precaution is taken to prevent accidents; that the ship is properly steered, the sails properly set and trimmed, and the log regularly hove; the proper lookouts placed, and all necessary remarks duly entered upon the log-slate, which he shall examine and sign at the expiration of his watch.

ARTICLE 2.

He will sign the log-book.

After the occurrences of the day shall have been copied into the log-book, he will sign the remarks of the different watches when he had charge of the deck.

ARTICLE 3.

Shall give information to the captain.

He shall inform the captain of all strange sails that are seen, the making of land, all appearances of danger, all signals that are made, all changes in the sails or movements of the ship of the commander of the fleet or squadron, and of all other circumstances which may alter the relative position of the vessels of the fleet or squadron or prevent the ship from steering the course ordered.

ARTICLE 4.

He is not to change the ship's course, nor to alter sails, except.

He is never to change the course ordered, nor increase or diminish the sails of the vessel, without authority of the captain, except to avoid some imminent danger, in which case he will give him immediate information.

ARTICLE 5.

To direct an officer to look out for signals.

He is to direct some careful officer to look out for signals, particularly from the commander of the fleet or squadron; but he is not to hoist the answering pendant until he is certain that he sees the signal distinctly, and understands its signification.

ARTICLE 6.

To make no signals, except.

He is not to make any signal without orders from his commander, unless to warn vessels of some danger; but he will see that everything is in readiness to make them, by day or by night.

ARTICLE 7.

He will inform his relief of all unexecuted orders.

He is to be very particular to inform the officer who relieves him of all orders and signals which remain to be executed, of the position of the commander of the fleet or squadron, and give him all such other information as may be necessary or serviceable to him in keeping the vessel in her proper station, or for her safety.

ARTICLE 8.

His duty when boats are alongside the ship.

No boat is to be allowed to leave the ship or come alongside without the knowledge of the officer of the watch. When boats or tenders come alongside with provisions, water, or stores of any kind, he is to see them cleared without delay, and that all articles which may be ordered to be sent out of the vessel are carefully and properly put on board the vessel or boats which are directed to receive them.

ARTICLE 9.

No boat to remain alongside without a boat'keeper.

He is to allow no boat to remain alongside without a boatkeeper, and two or more, if the weather should make it necessary.

ARTICLE 10.

To take account of stores received on board and sent from vessel.

He shall take care that a strict and accurate account is taken of all stores received on board or sent from the vessel during his watch, and see that those which are received are delivered in charge of the proper officer, and that the number or quantity received or sent from the vessel is correctly entered upon the log-slate.

ARTICLE 11.

Crews of boats to be properly clothed; men belonging to boats cannot exchange.

When boats leave the ship, he shall be particular to see that they have their proper crews, suitably clothed, and that no man not belonging to a boat shall take the place of one who does, without the authority of the executive officer.

ARTICLE 12.

Not to enter into conversation.

He is not to enter into conversation with any one, except on business relating to his immediate duties.

ARTICLE 13.

When a strange sail is seen at night during war.

If, *during war*, a strange vessel be seen in the night, he is to send an officer to inform the captain, and to make such immediate preparation for action as circumstances may admit.

ARTICLE 14.

Uniform of the officer of the watch.

While he is in charge of the deck in port during the day, he shall be in uniform, with epaulets; and at night, or in bad weather, or in climates where such dress would be oppressive, he shall wear some distinctive marks of his rank.

ARTICLE 15.

Officers and others coming to or leaving the ship shall receive proper respect.

He shall give his attention that all officers or others coming on board or leaving the ship shall receive the marks of respect to which they are entitled.

ARTICLE 16.

When offences are committed by day or night.

If any offence is committed by any petty officer or person of inferior rating during his watch, he is, during the day, to report the offender at once to the executive officer; if during the night, he may order him to be confined, and make his report in the morning.

ARTICLE 17.

He will preserve decorum on the quarter-deck.

He will be responsible for the preservation of decorum on the quarter-deck; suppressing all loud talking, and preventing lounging about the ports; and generally any violation on deck of the orders for the police of the ship.

CHAPTER XIII.

MASTER.

ARTICLE 1.

He will superintend the stowage, &c., of the vessel.

The master, or the officer appointed to perform his duties, will, if ordered to a vessel before her stowage is commenced, superintend, under the direction of the commanding officer of the yard, or commander of the vessel, as circumstances may require, the stowing of the ballast, water, provisions, and all other articles, in the hold and spirit room.

ARTICLE 2.

Oldest provisions to be so stowed as to be first issued.

In stowing provisions he shall take care that the oldest be stowed so that they may be first issued; breaking out and restowing those already on board, if necessary for that purpose, unless otherwise directed.

ARTICLE 3.

Entries to be made in log-book in regard to stowage.

When the stowage of the hold shall be completed, an entry must be made in the log-book, specifying particularly the quantity and arrangement of the ballast, the number, size, and disposition of the tanks and casks, and of the quantity and stowage of provisions and other stores.

ARTICLE 4.

Plans of the stowage of the hold to be made.

Accurate plans must be made of the stowage of the hold, showing the disposition of all the articles, which must be inserted in the first page of the log-book; and if any material change should afterwards be made in the stowage, the change must be noted, and new plans be inserted in the log-book.

ARTICLE 5.

Plans of stowage to be furnished commander of vessel.

If the stowage of the hold is made under the direction of the commandant of the yard, the commander of the vessel is to be furnished with the plans and descriptions.

ARTICLE 6.

Plans of stowage to be furnished commandant of yard.

If made at a navy yard but under the direction of the commanding officer of the vessel, he will furnish the commanding officer of the yard with them, that they may be inserted in the diary of the yard.

ARTICLE 7.

He will visit hold and cable tiers frequently.

The master is to visit the hold daily, and cable tiers and chain lockers very frequently, and see that they are kept in as good order as circumstances will admit.

ARTICLE 8.

He will have charge of hold and spirit-room keys.

He is to have charge of the keys of the hold and spirit room, and shall only deliver them to a commission or warrant officer.

ARTICLE 9.

He will see that the cables are secured and protected from injury.

He is, under the direction of the commanding or executive officer, to see that the cables are at all times properly secured and protected from injuries; that the tiers are kept clear; and that all necessary arrangements are made for anchoring, mooring, unmooring, or getting under way with the greatest facility and despatch.

ARTICLE 10.

He will examine chain cables, &c.

He will, when directed, examine the chain cables, and particularly the shackles and shackle-pins, to see that they can be readily removed, in case it should be necessary to ship the cable, or shift parts from one cable to another.

ARTICLE 11.

He will see that the rigging, &c., is in good order.

He is, in the same manner, to see that the standing and running rigging and the sails of the vessel are at all times in good order, protected from injury, and ready for service, and to report all such as may require alteration or repairs; and he will always attend in person to setting up the rigging.

ARTICLE 12.

He will prevent waste of fuel and water, and report expenditure of each.

He is to be particularly careful to prevent any waste or improper expenditure of fuel or water; and he is to report daily, when at sea, to the captain the quantity of each, except the fuel in charge of the engineer, expended in the last twenty-four hours, and the quantity remaining on hand.

ARTICLE 13.

His duty when approaching land or shoals.

When the vessel shall be approaching any land or shoals, or entering any port or harbor, he shall be very attentive to the soundings; and he shall at all times inform the commander of any danger to which he may think the vessel exposed, whether under charge of a pilot or not.

ARTICLE 14.

He will examine charts and note errors.

He shall examine the charts of all coasts which the vessel may visit, and note upon them any errors which he may discover, and inform the commanding officer of the same, who shall transmit them to the Navy Department.

ARTICLE 15.

He will examine compasses, time-glasses, &c.

He shall frequently examine the compasses, time-glasses, log and lead lines, and keep them in proper order for service.

ARTICLE 16.

He will report ship's place at meridian, and bearing of nearest headland.

He shall ascertain, and report daily to the commanding officer the ship's place at meridian, and at any other time which the commanding officer may direct the variation of the compass, and the bearing and distance of the nearest headland, or of any danger that may be near.

ARTICLE 17.

He will have charge of all nautical books, charts, flags, &c.

He is to have charge of, and must account for, all nautical books, instruments, charts, national flags and signals.

ARTICLE 18.

He will have charge of the keeping of the log-book; his duties in reference to the same.

He shall have charge of keeping the ship's log-book, and shall see that all particulars are duly entered in it, according to such forms as are or may be prescribed; and he shall, immediately after such entries, send it to the watch officers, that they may sign their names at the end of the remarks in their respective watches, while the circumstances are fresh in their memories; and he shall take it to the commanding officer for his inspection immediately after noon of each day.

ARTICLE 19.

Log-book. Entries to be made therein.

There shall be entered on the log-slate and log-book, with minute exactness, the following particulars:

1. The name and rank or rating of all persons who may join or be discharged from the vessel, the names of all passengers, with times of coming on board and leaving, the direction of the wind, state of the weather, courses steered, and distances sailed; the time when any particular evolution, exercise, or other service was performed; the signal number of all signals made; the time when, by what vessel, and to what vessel they were made; nature and extent of public punishments inflicted, with the name and crime of the offender; the result of all observations made to find the ship's place, and all dangers discovered in navigation.

2. The groundings of the ship, and the loss of or serious injury to boats, spars, sails, rigging, and stores of any kind, with the circumstances under which they happened, and the extent of the injury received.

3. A particular account of all packages of stores received, with their marks, contents, or quantities, from whom received, or by whom furnished, and the department for which they were received.

4. A particular account of all stores condemned by survey, or converted to any other purpose than that for which they were originally intended.

5. A particular account of all stores lent or otherwise sent out of the vessel, and by what authority it was done.

6. All the marks and numbers of every cask or bale which, on being opened, is found to contain less than is specified by the invoice or than it ought to contain, with the deficiency found.

7. Every alteration made in the allowance of provisions, and by whose order.

8. The employment of any hired vessel, her dimensions in tonnage, the name of the master or owner, the number of her crew, how or for what purpose employed, by whose order, and the reasons for her employment.

9. The draught of water of the vessel when light, as furnished from the navy yard, and always before going to sea, and upon arriving in port, fore and aft; and the height of the forward part of the forward port-sills, after part of after port-sills, and of the midship port-sills from the water; and the rake of the respective masts in every ten feet, with reference to the water-line at the time.

ARTICLE 20.

After the log is signed, no alteration is to be made, except.

After the log has been signed by the officers of the watches no alteration shall be made therein except to correct some error or supply some omission, and then only with the approbation of the commanding officer, and the recollection of the officer who had charge of the watch in which the alteration or addition is proposed, who will sign the same, if satisfied of its correctness.

ARTICLE 21.

A fair copy of the log-book will be transmitted to the Navy Department.

The master shall deliver to the commanding officer of the vessel, signed by himself, and, after careful comparison, certified to be correct, a fair copy of the log-book, every six months, to be transmitted by the first safe opportunity to the Navy Department.

ARTICLE 22.

Log-book, how disposed of.

The original log-book shall be kept by the vessel until she is paid off, when it shall be placed in charge of the commanding officer of the yard, and by him transmitted to the Navy Department.

ARTICLE 23.

Remark-book.—Particulars relating to navigation, which he will note.—Latitude.—Longitude —Variation of compass. —High water. —Tides. —Winds.—Wet and dry seasons.—Hurricane seasons.—Temperature of chronometer room.—Latitude and longitude of places.—To obtain lunar distances.—He will note the variation of the compass.—Local attraction to be determined.—He will ascertain particulars respecting currents and tides.—He will describe appearance of foreign coasts and landmarks.—He will sound and survey, and project the results.—To note inaccuracies in charts.—Captain to examine remark-book —A copy thereof and of all charts, plans, and views, to be forwarded to the department.

Besides the log-book, he is to keep a remark-book, in which all the hydrographical information he can obtain is to be carefully inserted, as well as a description of the instruments he may employ in any of the observations hereafter mentioned.

He is to determine as accurately as he can the various particulars

relating to navigation of every place which the vessel may visit, entering the results in his remark-book, under the following heads:

1. Latitude.
2. Longitude.
3. Variation of the compass.
4. Time of high water, immediately following new and full moon.
5. Rise and fall of the tides at springs and neaps.
6. Prevailing winds.
7. Periods of the year at which the wet and dry seasons prevail, if any.
8. Seasons at which hurricanes prevail.
9. The temperature of the chronometer room at the time observations are taken.

The particular spot at the place visited, to which the latitude and longitude refer, is to be carefully noted; also the number and nature of the observations, and the means by which they were made, whether the artificial or sea horizon was used; and with reference to the longitude, if obtained with chronometers by means of meridian distances from another place, he is to state the number employed, their general character, the age of the rates used, or the interval since which they were last rated, with the longitude he has assumed of the place measured from.

He is not to lose any opportunity of obtaining lunar distances, both with the view of determining the longitude the ship may be in at sea, as well as serving as a salutary comparison with his chronometers, either at sea or in harbor.

He is to observe the variation of the compass by amplitudes or azimuths, at least once every day, whether at sea or in port, excepting only when refitting in harbor. The azimuth compass is to be always placed, when practicable, in the same precise situation amidships, marking the point where each of the tripod legs stands; and he is to take care that the direction of the ship's head at the time of observation shall be recorded as well as the difference between the standard or azimuth and the steering compasses, by which precaution alone can the real course of the ship be regulated. These variations are to be daily inserted in columns at the end of his remark-book, along with the ship's place and the direction of her head at the time of observation.

The local attraction is to be determined before the ship leaves the United States, as well as after any material change of latitude, and is then to be tabulated by him for every point of the compass, so that the corrections on each course may be readily applied in working the ship's reckoning.

In all places he is to ascertain the direction and velocity of the currents, the set and strength of the tides, with the limits of their rise and fall, and the time of high water of the tide which immediately follows the periods of the new and full moons. He is to describe as particularly as he can the appearances of foreign coasts, pointing out the remarkable objects by which they may be distinguished, so as to render a stranger certain of recognizing his land fall.

He is to apply to the captain, whenever the service will admit of it, for boats to sound and survey any shoals or harbors which have not been correctly laid down in the charts, and the results are to be projected on a large and intelligible scale.

In his remark-book he is carefully to note all inaccuracies in any of the charts supplied to the ship.

He is frequently to present this remark-book to the captain for examination; and on the first of January, in every year, he is to deliver to him a correct copy of it, accompanied by all the charts, plans, and views of the coasts and head lands, which he has made during the past year; all which the captain will transmit by the first safe opportunity to his commander-in-chief to be forwarded to the department.

ARTICLE 24.

He will not keep watch, unless.

He shall not be required to keep watch, except in cases of necessity, and then only by order of the commander of the vessel.

ARTICLE 25.

All vessels to be furnished with a skeleton chart.

Every vessel before sailing shall be furnished with a skeleton chart embracing her probable cruising ground, on which shall be laid down her track and daily run during the whole time of her absence; which chart shall be transmitted to the Navy Department at the end of the cruise.

ARTICLE 26.

In case of removal or suspension he will deliver log-book to his successor.

Should the master be removed or suspended, he shall sign the log-book and deliver it to his successor, taking his receipt for the same, and for all other articles under his charge, and shall deliver to his commander a fair copy of the remark-book, made up to the day of his removal or suspension.

CHAPTER XIV.

PASSED MIDSHIPMEN.

ARTICLE 1.

Attention, zeal, and diligence, enjoined.

Passed midshipmen will be attentive and zealous in the discharge of their various duties, and diligently carry into effect the several orders they may receive from their superiors.

ARTICLE 2.

To require punctuality in those under them.

They are to require all subordinate officers and those under them to perform their duties with punctuality.

ARTICLE 3.

Instruments and books with which they will supply themselves.

They are to provide themselves each with a sextant, some work on navigation containing the necessary nautical tables, the Nautical Almanac, and some approved work on marine surveying.

ARTICLE 4.

Daily observations.

They are to make daily observations for ascertaining the position of the vessel at sea and send the result to the captain.

ARTICLE 5.

Journal.

They shall keep journals in which shall be inserted important occurrences on board and all observations made by them, their remarks relative to ports or anchorages, and everything worthy of record, or that may be useful to navigators, and are to show this journal to the commander whenever he may require them to do so.

ARTICLE 6.

They are to be preferred for more responsible duties

They are to be preferred to midshipmen who have not passed their examination for the more responsible duties; but they are nevertheless to perform whatever duties pertaining to that class of officers may be assigned to them.

CHAPTER XV.

MIDSHIPMEN.

ARTICLE 1.

They shall keep themselves provided with uniforms and instruments.

Midshipmen shall keep themselves provided with complete full and undress uniforms, with all equipments, a sextant or octant, Bowditch's or some other approved treatise upon navigation, some approved treatise on marine surveying, and blank journals.

ARTICLE 2.

They will ascertain daily the position of the ship.

They are daily to ascertain the position of the ship when at sea, by observations, when practicable, and send the same to their commanding officer.

ARTICLE 3.

They will keep journals.

They are to keep journals in such form as may be prescribed, which they will present to the commanding officer for inspection on the first day of every month; and they will at all times embrace every opportunity of acquiring useful information which may be applicable to their profession as seamen and officers.

ARTICLE 4.

They will attend to the means of instruction provided for them.

Whenever it shall be required of them by their commanding officer, they shall attend regularly to the means of instruction which may be provided for them.

ARTICLE 5.

They are not to absent themselves from the ship, except.

They are not to have permission to absent themselves from the ship unless their journals are kept up, and they have copies of the watch, quarter, and station bills, and of the separate quarter bills for their divisions made out for use, and shall give proper attention to their duties.

CHAPTER XVI.

BOATSWAIN, GUNNER, CARPENTER, AND SAILMAKER.

SECTION 1.

ARTICLE 1.

They and the yeoman will examine all articles and stores for their departments and report.

They must, with the yeoman, carefully examine all the articles belonging to, and all stores received for, their respective departments, and see that they are of good quality, that they agree in quantity with the invoice or bill sent with them, and that they are in good order; and must make immediate report to the commanding or executive officer, or officer of the watch, of any defect or deficiency which they may discover.

ARTICLE 2.

Their responsibility in regard to articles not in actual use.

They are to be responsible for all articles not in actual use *in their respective departments* which are not in the immediate charge of the yeoman, and are to carefully examine all articles which are in use, and report if any additional means are required for their proper preservation.

ARTICLE 3.

They shall conform to dimensions of articles as prescribed.

They shall conform strictly to the length, dimensions, or quantity of articles which may be prescribed by general regulations, in all their expenditures, unless expressly ordered to vary from them, which order they must preserve as a voucher.

ARTICLE 4.

Surveys upon stores injured, &c.

They shall request a survey upon all stores which may be injured, or become unfit for service, in their respective departments; and such as the surveying officers condemn shall be expended, preserving a copy of the survey as a voucher; but if the survey shall direct articles to be converted to some other use, they shall be charged accordingly, and expended in the same manner as any other stores.

ARTICLE 5.

They will be watchful and report neglect or misconduct in the yeoman.

They shall be particularly watchful, and make immediate report to the commanding or executive officer of any neglect or misconduct which they may discover in the yeoman or person having charge of their stores.

ARTICLE 6.

Their duties when a ship is about to be dismantled.

When a ship is about to be dismantled, they are to be careful that all the articles belonging to their respective departments are properly secured and tallied, with their name and quantity, whether "serviceable," "requiring repairs," or "unserviceable," and that all precautions are taken to prevent their being in any manner injured. They will only receive credit according to the receipt given for them by the navy storekeeper or other person into whose charge they may be delivered, or according to the report of the surveying officers, duly appointed; and they will attend the survey which may be made to

ascertain the quantity of stores so returned by them, and will be called upon to account for any deficiency that may be found to exist.

ARTICLE 7.

Reports to executive officer.

The boatswain, gunner, carpenter, and sailmaker are to report daily at 8 a. m., and at 8 p. m., to the executive officer the state of all things in their respective departments.

SECTION 2.

BOATSWAIN.

ARTICLE 1.

Attendance upon deck.

He is to be frequently upon deck in the day, and at all times both by day and night when any duty shall require all hands being employed. He is, with his mates, to see that the men go quickly upon deck when called, and that when there they perform their duty with alacrity.

ARTICLE 2.

To examine rigging.

He is, every day, before 8 a. m., and as much oftener as may be desirable, according to the service the ship is employed on, to examine the state of the rigging, to ascertain whether any part be chafed or likely to give way, and to report to the officer of the watch the state in which he finds it. He is, at all times, to be careful that the anchors, booms, and boats be properly secured; and he is to be very attentive to have ready at all times a sufficient number of mats, plats, nippers, points, and gaskets, that no delay or inconvenience may be experienced when they are wanted.

ARTICLE 3.

Working up junk.

He is to be very attentive in observing, in the working up of junk, that every part of it is converted to such purposes as may be ordered.

ARTICLE 4.

Preparation for battle.

When the ship is preparing for battle he is to be very particular in seeing that everything necessary for repairing the rigging is in its proper place, that the men stationed to that service may know where to find immediately whatever may be wanted.

ARTICLE 5.

On paying off.

When the ship is ordered to be paid off he is to be very attentive to prevent any of the rigging being damaged or cut. He is to see every part of it properly tallied and stopped together for returning into store.

SECTION 3.

GUNNER.

ARTICLE 1.

Charge of anchor and life buoys.

Besides the duties assigned to the gunner in the "Ordnance Regulations," he is to have charge of the anchor buoys and life buoys, to see that they are at all times in good order, and the latter ready to be dropped into the water at a moment's warning.

ARTICLE 2.

Charge of lower rigging and main yard rigging

He will have charge of the main lower rigging and the rigging on the main yard, and will report their condition at the prescribed hours to the executive officer.

ARTICLE 3.

Charge of small arms.

He is to see that the muskets and other small arms are kept clean, in good order, and proper repair.

ARTICLE 4.

Report of expenditure of powder, &c.

He is to report to the master, for entry in the log-book, after an action, or after an exercise in which powder and shot, or either, is used, the quantity of each expended, and is to sign the entry in attestation of its correctness.

SECTION 4.

CARPENTER.

ARTICLE 1.

Masts and yards to be examined daily.

When the vessel is at sea he is every day, before 8 a. m., and as much oftener as may be desirable, according to the service the ship is

employed on, to examine into the state of the masts and yards, and to report to the officer of the watch when he discovers any of them to be sprung, or in any way defective.

ARTICLE 2.

Lower deck ports to be examined.

In ships of two or more decks he is frequently to examine the lower deck ports, to see that they are properly lined; and when they are barred in he and his mates are frequently to see that they are all properly secured.

ARTICLE 3.

Pumps to be kept in good order.

He is to be particularly careful in keeping the pumps in good order, always having at hand whatever may be necessary to repair them.

ARTICLE 4.

Boats, ladders, and gratings.

He is to keep the boats, ladders, and gratings in as good condition as possible, always repairing every damage they may sustain as soon as he discovers it.

ARTICLE 5.

Shot plugs for stopping shot holes.

He is to keep always ready, for immediate use, shot plugs and every other article necessary for stopping shot holes and repairing other damage in battle.

ARTICLE 6.

List of defects to be prepared on going into port.

When the ship is going into port he is to prepare as correct an account as possible of the defects of the hull, masts, and yards of the ship, and the repairs she may stand in need of.

ARTICLE 7.

Caulking of ship's sides and decks.

He is to have a caulker's gang, and see that the sides and decks of the ship are frequently examined, and, if necessary, caulked, particularly in those parts where the seams are most likely to be opened by the working of the ship.

SECTION 5.

SAILMAKER.

ARTICLE 1.

To examine sails when received on board.

He is to examine the sails carefully when they are received on board, and to report to the executive officer if he discovers any defect in them.

ARTICLE 2.

To see that sails are dry.

He is to examine very carefully whether they be perfectly dry when they are put into the sail room.

ARTICLE 3.

To keep sails tallied and stowed away.

He is to keep all the sails correctly tallied, and so stowed in the sail room as to enable him to find easily any that may be wanted.

ARTICLE 4.

To inspect the sails.

He is to inspect frequently the sails in the sail room, to see that they are not injured by leaks or vermin.

ARTICLE 5.

When sails are landed.

When sails are landed he is to see that they are dry, properly made up, and tallied.

CHAPTER XVII.

CHIEF ENGINEER.

ARTICLE 1.

He will make himself acquainted with engines and appurtenances, and see that they are in proper order.

The chief engineer, on being appointed to a ship, will make himself acquainted with all the parts of the machinery, boilers, coal bunkers,

and store-rooms; he will examine carefully to see that all parts of the machinery and everything appertaining to it is in proper order, and report to the commanding officer anything that is defective.

ARTICLE 2.

He will cause the assistant engineers to acquaint themselves with all parts of the engine.

He will cause the assistant engineers, on their joining the vessel, to become familiar with all the cocks, valves, pipes, and the different parts of the machinery and boilers, more particularly those which come immediately under their supervision.

ARTICLE 3.

He will see that his stores are sufficient and well stored away.

He will see that he has the requisite amount of stores, of good quality, on board, and that they are stored away in good condition.

ARTICLE 4.

He will make out station bills for the engineer department.

He will make out the watch, station, quarter, fire, and cleaning bills for the engineer department, assigning to each person his proper station and duty, and submit the same to the captain of the vessel for his approval and signature; which bills shall then be hung up in some conspicuous place, where all persons in the department may refer to them.

ARTICLE 5.

Reports that he will make.

He will report to the captain any accident or defect that may occur to the machinery, boilers, or their dependencies, and at meridian of each day report the quantity of coals consumed, the revolutions made by the engines, and the average revolutions per minute for the last twenty-four hours; also, the quantity of coal remaining on hand, and if at any time in his judgment the machinery is driven too hard, or undue strain put upon any of its parts by stress of weather, motion, or position of the vessel, he will report the same to the captain, noting such report and the causes for it in the steam-log.

ARTICLE 6.

Account of expenditure of coals, stores, &c.

He will keep a strict account of and be responsible for the expenditure of the coals, stores, duplicate pieces, and all articles in the engineer department which come under his control. He will examine each day's log and expenditure, and approve them by his signature.

ARTICLE 7.

He will have the control of the men in his department.

He will have the general control of the men in his department, subject to the order of the commander and the internal regulations of the vessel.

ARTICLE 8.

He will control their going on shore.

He will regulate, under the control of the commander, the permission of the men belonging to his department to go on shore.

ARTICLE 9.

He will inspect his department daily, and see that all persons in it do their duty.

He will inspect in person, at least once in twenty-four hours, all parts of his department so far as can be done, and will see that all persons attend to their duties properly, that the water in the boilers is carried to the proper density, and that the coals and other stores are used to the best possible advantage.

ARTICLE 10.

He will encourage the assistant engineers to improve themselves.

He shall offer every facility and encourage in every possible way his assistant engineers to improve themselves in their profession; and at the end of a cruise, or on their leaving the ship, will give each a letter, stating his deportment and character and his qualifications as an engineer.

ARTICLE 11.

Examination of the quantity of coal in bunkers.

He will examine the bunkers each time the ship arrives in port, or oftener, to see if the amount of coals corresponds with the log, and if any discrepancy appears, he will report the same immediately to the captain, and note it in the log.

ARTICLE 12.

He will commence cleaning and repairing on discontinuance of steaming.

On the arrival of the ship in port, or on the discontinuance of steaming at sea, he will at once commence cleaning and repairing, with the assistant engineers, firemen, and coalheavers.

ARTICLE 13.

Engineer watches.

He will cause an engineer watch to be kept constantly in the engine room when the ship is in commission, and not less than two watches of engineers must at all times be on board.

ARTICLE 14.

In the absence of the chief engineer.

When there is no chief engineer on board, the duties assigned to him will devolve on the senior assistant engineer.

ARTICLE 15.

Duty in reference to steam-log.

The engineer of the watch will be careful to note hourly, on the steam-log, all the information which the columns in it require, and to place in the column of "remarks" full information of the state of the weather and sea, and all accidents to, or defects in, the engines or their dependencies, the quantity of the coal, or other circumstances which may be useful for determining the powers and qualities of the vessel and the engines, under the various circumstances to which they may be exposed. He will carefully note in it the draught of water of the vessel, and immersion of the bucket-boards, just before going to sea and on arriving in port, and frequently when receiving coal and other stores.

ARTICLE 16.

One engineer to be always on duty in engine-room.

The chief engineer and the two assistants next in rank to him are never to be out of the ship at the same time, and one engineer is at all times to be on duty in the engine-room.

ARTICLE 17.

When engines are working, hourly reports to be made to the officer of the deck.

When the engines are in operation, reports are to be made hourly to the officer of the deck whether the engines and their dependencies are in good order; and immediate notice must be given him at any time if anything should occur to require a change in the orders under which the engineer is then acting, or special attention to any particular object, to insure safety or more efficiency.

ARTICLE 18.

Firemen are to be instructed.

The firemen are to be instructed, as far as may be practicable, to qualify them for managing the engines and dependencies with safety, in case accident or other causes should prevent the attendance of the engineer.

CHAPTER XVIII.

FLEET SURGEON.

ARTICLE 1.

Duties of a fleet surgeon.

The fleet surgeon is to have a general supervision over all medical officers of the squadron to which he may be attached, and he will report to the commander-in-chief any neglect of duty that may come under his notice. He is charged with receiving and forwarding (through the prescribed channel) all communications and reports from medical officers for the Bureau of Medicine and Surgery, and with the examination and approval of all requisitions and bills for the medical department, and procuring supplies from the depots or naval storekeepers abroad, and with purchasing them when the required supplies cannot be otherwise obtained.

ARTICLE 2.

To co-operate with the Chief of the Bureau of Medicine and Surgery.

The fleet surgeon is expected to co-operate with the Chief of the Bureau of Medicine and Surgery, by close attention to the duties of his own office and to those placed under his supervision, and to secure proper economy and promptness and punctuality in making and forwarding reports and returns.

ARTICLE 3.

Prevention of disease.

He will suggest to the commander-in-chief, for his consideration, proper measures for preventing or checking disease, or for promoting the comfort of the sick or wounded.

ARTICLE 4.

He will specify vessels whose crews are least fit for active service.

He will, when required by the commander-in chief, specify those vessels which may appear, from the state of the health of the crews least fit for active service, or requiring change of climate or diet.

ARTICLE 5.

Persons unfit for the cruise, and deteriorated articles to be reported.

He will report to the commanding officer such officers and persons of inferior ratings as he may deem unfit for the cruise, with a view to a survey on them; and when out of the United States, such articles as in his opinion have deteriorated, and with the approval of the commanding officer he will detail the medical officers for surveys.

ARTICLE 6.

Journal of daily practice.

He will keep a journal of daily practice, according to such form as may be prescribed by the Bureau of Medicine and Surgery; inspect the like journals of the other surgeons of the fleet, and make such suggestions to the surgeon in charge as he may deem proper.

ARTICLE 7.

Note-book.

He will keep a *note-book* in addition to his journal, in such form as the Chief of the Bureau of Medicine and Surgery may prescribe, in which he will record such matters of interest as may come under his notice in relation to climate, diseases, medical statistics, and any other professional matter.

ARTICLE 8.

Disposition of journal and note-book.

His journal and note-book, with those of the other surgeons, will be transmitted to the department at such periods as the Secretary of the Navy may direct through the prescribed channels.

CHAPTER XIX.

SURGEON.

ARTICLE 1.

He will take charge of all medicines, &c.

A surgeon will, on joining a vessel, navy yard, or hospital, for duty, take charge of and receipt for all medicines, surgical instruments, and hospital stores.

ARTICLE 2.

He will conform to regulations and allowances of medicines.

He will conform to the regulations, and to such allowances of medicines, instruments, and stores as may be establishedby the Bureau of Medicine and Surgery, when making requisitions, unless there should be some special cause for varying from them, when such cause must be stated upon the requisition.

ARTICLE 3.

Account of receipts and expenditures.

He will keep a regular account of receipts and expenditures in his department, according to such forms as may be prescribed by the Bureau of Medicine and Surgery, and when on sea duty will make quarterly reports of hospital stores expended and on hand to his commanding officer.

ARTICLE 4.

He will be allowed a store-room.

He will be allowed, to his exclusive use, a convenient store-room for the preservation of articles in his charge.

ARTICLE 5.

He will be attentive to cleanliness and supply of medicines.

He will be attentive to the cleanliness of the sick, their bedding and the sick bay, and will take special care that the sick are supplied at proper times with the medicine and food their condition may require.

ARTICLE 6.

Hospital stores instead of rations to sick.

When necessary to subsist any sick person, he will inform the paymaster, that the ration may be stopped, and the amount be carried to the credit of the proper fund. (Ambiguous; see act approved March 3, 1851. Navy Register, page 124.)

ARTICLE 7.

Daily report to commanding officer.

He will report to the commanding officer, daily, the names and condition of the sick, according to such forms as may be prescribed; and will, at the same time, suggest any measures he may deem important for the health of the crew.

ARTICLE 8.

Binnacle list.

He will cause to be deposited daily, in the binnacle, a list of the officers and other persons whose condition requires that they should be excused from duty, or whose allowance of spirits is temporarily stopped.

ARTICLE 9.

Infectious diseases.

He will take all possible precautions to prevent the introduction or progress of any infectious disease, and make immediate report to the commander of any probable danger from, or the appearance of, any such disease.

ARTICLE 10.

Examination of the men when they join the vessel.

He is carefully to examine the crew as soon as practicable after joining the ship, for the purpose of reporting to the commanding officer any necessity that may exist for vaccination, which, if possible, is to be performed before the sailing of the vessel.

ARTICLE 11.

Persons to assist in preparing food for the sick.

He will, upon application to the commanding officer, be allowed proper persons to assist in the preparation of articles for the nourishment of the sick, and to perform other services for their comfort.

ARTICLE 12.

To be prepared to relieve wounded.

He is at all times to have in readiness everything necessary for the relief of the wounded.

ARTICLE 13.

Tourniquets to be distributed prior to an engagement.

On the probability of an engagement he will cause a sufficient number of tourniquets to be distributed to the officers, in different parts of the ship, and see that all persons stationed with him, and such others as may be designated, are instructed in the proper mode of using them.

ARTICLE 14.

Sick sent to hospital.

When practicable, sick persons who may be sent to a hospital, or hospital vessel, are to be accompanied by a medical officer, and the surgeon will send with them a statement of their diseases or injuries, with a synopsis of treatment, according to such forms as may be prescribed by the Bureau of Medicine and Surgery.

ARTICLE 15.

Examination of articles in bumboats.

He will cause the boats attending the ship with articles of food for sale to be examined, and if any contain articles the use of which would, in his opinion, be injurious to the crew, he will represent the same to the commanding officer.

ARTICLE 16.

Journal of daily practice.

He will keep a journal of his daily practice according to such form as may be prescribed by the Bureau of Medicine and Surgery. The journal to be subject, if required, to the inspection of the commanding officer and the surgeon of the fleet, and to be forwarded, as directed for correspondence and other reports, for deposit with the chief of the Bureau of Medicine and Surgery, through the proper channels.

ARTICLE 17.

Note book.

He shall, in addition to a journal of daily practice, keep a note book similar to that prescribed in article 7 of chapter XVIII, and forward it as provided for in article 8 of the same chapter.

ARTICLE 18.

Return of the articles in his charge when the ship is placed in ordinary.

When the ship is placed in ordinary he will return into the proper store all articles remaining in his charge, and will be held strictly accountable for any deficiency or injury that may not be satisfactorily accounted for.

ARTICLE 19.

Reports and surveys on persons who receive wounds that may entitle them to pensions.

Whenever any person on board shall receive any wound or injury which may probably entitle him to make application for a pension, the surgeon shall report the same to the commander, in writing, be-

fore the person be removed or discharged from the vessel, that a proper survey may be held, and certificate issued, according to such form as may be prescribed by the Pension Office.

ARTICLE 20.

Persons left in hospital.

When petty officers or persons of inferior rating are left in a hospital after the sailing of the vessel from which they were sent, the surgeon of the hospital must report to the commander of the station whenever any of them are in a situation to justify their removal, that they may be sent to some other vessel or discharged.

ARTICLE 21.

Reports on persons in hospital who are convalescent.

If any petty officer or person of inferior rating shall not have so far recovered as to justify his removal from the hospital when his time of service shall have expired, or if the injuries or disease of any person sent to the hospital will, in the opinion of the surgeon, prove incurable or produce long-continued inability to perform duty, the surgeon must immediately report such cases to the commander of the station, making a particular statement of all the facts and circumstances connected with each case within his knowledge, that they may be transmitted to the Secretary of the Navy for his decision.

CHAPTER XX.

PASSED AND OTHER ASSISTANT SURGEONS.

ARTICLE 1.

They shall see that medicines are properly prepared.

Assistant surgeons, whether passed or otherwise, shall attend personally to see that medicines are properly weighed or measured and labelled for distribution to the sick.

Extract from the journal, under date of September 29, 1857.

"An amendment to article 1 was offered, as follows:

"'That the words 'and when there is no passed or other assistant surgeon, then the surgeon' be inserted between the words 'otherwise' and 'shall,' in the first [second] line.'

"A vote upon the amendment being taken, it resulted as follows:

"*Ayes*—Commodore Shubrick, Lieutenant Colonel Harris, Commander Lardner.

"*Noes*—Purser DeBree, Lieutenant Maury, Surgeon Maxwell.

"The vote being a tie, the question was decided in the negative."

ARTICLE 2.

They shall perform the duties assigned to them, and conform to orders.

They shall perform all the professional duties which may be required from them, and conform to the instructions which may be given by the surgeon of the vessel, navy yard, or hospital, to which they may be attached; and will be unremitting in their attentions to the comfort and cleanliness of the sick, and exact from those under their direction a rigid performance of their duties.

ARTICLE 3.

The oldest passed or other assistant surgeon will perform the duties of surgeon.

In the absence of the surgeon, the passed or other assistant surgeon oldest in commission is to perform all the duties of the surgeon.

CHAPTER XXI.

PAYMASTER.

ARTICLE 1.

He will make requisitions.

The paymaster will make requisitions for money, and for such articles of provisions, clothing, and small stores as may be needed; but such requisitions are at all times to be subject to the approval of the commanding officer of the vessel, and the revision and approval of the senior officer present in command.

ARTICLE 2.

Approval of requisitions.

Where a paymaster shall present a requisition for money for the approval of his commanding officer, or such commanding officer shall direct a paymaster to prepare a requisition for his approval, the paymaster shall present a statement of the amount of public money then in his possession; and the commanding officer shall not direct or approve a requisition for a larger sum than may appear to be necessary for the public interests, in addition to such unexpended balance as may then be reported in the hands of the paymaster.

ARTICLE 3.

He will furnish the approving officer with a written statement of amount in his hands.

If the requisition of a paymaster shall require the approval of any officer superior to his immediate commanding officer, it is hereby made

the duty of such superior officer to require of the commanding officer of the vessel or navy yard to which the paymaster belongs to furnish such superior officer with a written statement of the amount of money reported to be in the hands of the paymaster, and to specify the particular objects for which the money then required may be intended or wanted, and the amount under each head of appropriation.

ARTICLE 4.

When he has received or paid over public moneys without previous sanction.

In all cases where a paymaster shall have received, or shall have been duly authorized or directed to pay over any public money without the previous knowledge or sanction of his immediate commanding officer, it shall be the duty of such paymaster to report forthwith to his commanding officer the amount of such receipt or payment, and the authority under which it was received or paid.

ARTICLE 5.

No money in his charge is to be paid away without authority therefor.

No money which may be placed in charge of a paymaster by order of, or authority from, his commanding or other superior officer, or of the Treasury or Navy Department, is to be used or paid away by him without the sanction or approval of his immediate commanding officer or the commander of the squadron or station to which he belongs, or of the Fourth Auditor, or the Second Comptroller of the Treasury, or of the Secretary of the Navy.

ARTICLE 6.

Suitable store-rooms to be prepared for his stores.

Suitable and sufficient store-rooms shall be prepared for the safe-keeping of the clothing and small stores in the paymaster's department before they are received on board; and said rooms shall not be diverted to any other use or purpose, nor shall any other articles than those in charge of and receipted for by the paymaster be put in them, except by the written order of the commanding officer, which shall state the reasons. The keys of such rooms will be kept by the paymaster, or under his responsibility.

ARTICLE 7.

No paymaster's stores to be sent from the vessel without an order.

Provisions or any other articles for which the paymaster is responsible are not to be sent out of the vessel without an order in writing to him from the commanding officer, that proper account and receipts may be taken.

ARTICLE 8.

No articles stowed in spirit room or hold to be stowed elsewhere, unless.

No articles in the paymaster's department which may be stowed in the spirit-room or hold are to be removed for stowage in other places without the knowledge of the paymaster and the order of the commanding officer.

ARTICLE 9.

He shall report articles of improper quality.

The paymaster shall report to the commanding officer any articles which may be received in his department that he may think of improper quality, deficient in quantity, or requiring additional means for their preservation.

ARTICLE 10.

When an officer joins his ship, he will furnish the paymaster with a copy of his orders.

Every officer, on joining a ship, navy yard, or station, shall furnish the paymaster with a copy of his orders, with a certificate attached stating the day he left his domicil to obey the order, or the day on which he accepted the order, and the day he reported for duty, that he may be properly entered on the muster and pay roll, the paymaster being required to produce such orders, or copies thereof, and certificates, on the settlement of his accounts at the Treasury Department.

ARTICLE 11.

He shall be informed of all resignations, dismissals, &c.

The paymaster shall be duly informed by his commanding officer of the resignation, dismissal, discharge, transfer, desertion, death, or change in the rating or pay of any person who is or may be borne upon the muster-roll of the ship.

ARTICLE 12.

The paymaster is to be notified when any person is to be discharged, &c.

When a person is to be discharged, or transferred from one ship or station to another, due notice is to be given to the paymaster, so that time may be had for the settlement and approval of such person's account.

ARTICLE 13.

He will be furnished with a list of the names and the number of the messes of the men.

When men are received on board, the paymaster shall be furnished by the executive officer with a list of the names and the number of

the messes among which they may be distributed. Messes will not be reconstructed oftener than once a month, and the paymaster is to be furnished with a list of any changes in time to enable him to regulate the distribution of provisions.

ARTICLE 14.

Accounts of men transferred.

The accounts of men transferred will be made out, in conformity to the regulations of the Treasury Department, on pay-rolls, in duplicate, if numerous, or in transfer accounts in triplicate, if few, as may be most convenient; and the said pay-rolls or transfer accounts must accompany the men. These rolls or accounts, duly approved, are to be sent by the paymaster making the transfer directly to the paymaster of the vessel, navy yard, or station, to which the transfer is made; and the paymaster who receives them, after comparing the rolls and transfer accounts so sent to him, receipt one copy and return it to the paymaster who made the transfer, as a voucher for the settlement of his accounts.

ARTICLE 15.

He may nominate ship's steward.

The paymaster may nominate the ship's steward, subject to the approbation of his commanding officer.

ARTICLE 16.

Iron chests, &c., shall be furnished him.

Iron chests and other conveniences shall be furnished for the safe-keeping of the public money, books, and papers of account.

ARTICLE 17.

Bills or accounts.

One copy of all bills or accounts is to be left with the officer who approves the same to be transmitted to the department; but duplicates or triplicates of all such bills or accounts, after their approval by the proper officers and payment by the paymaster, are to be left in the possession of the paymaster making the payment, as they are necessary vouchers for the settlement of his accounts and for the safety of his sureties.

ARTICLE 18.

Issues of money, clothing, and small stores.

The paymaster will only issue clothing and small stores and money to petty officers and persons of inferior ratings in such quantities and at such times as shall be directed in writing by the commanding officer; and all

issues which shall be made shall be *receipted* for or certified to at the time, in the presence of a commission or warrant officer, and the receipts be witnessed or certified by him. Monthly issues of clothing, will be made upon clothes or division lists, made out in a neat and careful manner by the officers of the different divisions, and of small stores on mess bills, made out by the different messes, which are to be approved by the commanding officer.

ARTICLE 19.

When he purchases clothing on a foreign station.

Whenever it shall be absolutely necessary upon foreign stations to purchase clothing, the articles shall be as nearly as possible of the same kind and quality as those furnished by the United States; and no more shall be purchased than shall be sufficient to meet the existing exigency.

ARTICLE 20.

When articles shall be packed in bales, packages, or casks, they shall be opened in the presence of an officer.

When articles shall be furnished packed in bales, packages, or casks, for preservation, which cannot be opened without injury, they need not be opened to ascertain their contents, but the paymaster will receipt for them according to their marks. And whenever they shall be opened, it shall be in the presence of an officer, and their contents then compared with the invoice, and, if found to vary from it, a survey shall be held to authenticate the facts.

ARTICLE 21.

Articles condemned by survey.

Articles of clothing which shall be found damaged by regular survey may be valued by the surveying officers, and issued in the same manner as other clothing, at the reduced prices fixed by the surveying officers. Clothing which shall be condemned by survey as unfit for use shall not be thrown overboard without a written order due from the senior officer in command of the place, but must be turned into some public store.

ARTICLE 22.

No change to be made in allowance of provisions, except.

There shall be no change in the daily allowance of provisions, except by the written order of the commanding officer.

ARTICLE 23.

No one to draw more than his allowance of ration.

No person shall be allowed to draw more than the established allowance of any particular part of the ration, nor to have any preference in the distribution of the rations.

ARTICLE 24.

Persons may relinquish spirit part of ration, provided.

Every person entitled to a ration may relinquish the spirit part of it for a period of not less than three months, unless sooner detached. And persons not having three months to serve may relinquish it for the unexpired portion of their time. And the commander of a squadron or of a single ship, acting independently, may direct the paymaster to pay the established value of the same in money to the men at such times as the law directs.

ARTICLE 25.

Rations that messes may relinquish.

The messes of the ship's company may, with the approbation of the commanding officer, relinquish one complete ration in any mess of eight, and two in messes of more than eight and not less than fourteen persons, for not less than three months, unless sooner detached, or unless their terms of service should expire in less than three months; and they may receive the established value in money from the paymaster when in port, at such times (not oftener than once a month) as the commander of the squadron, or the commander of a vessel, acting independently, may direct.

ARTICLE 26.

Persons in debt to be paid no money, except.

No money shall be paid to any person in debt to the United States, except for stopped spirits or rations.

ARTICLE 27.

He shall not pay to administrators, unless.

No paymaster shall pay over to any administrator or executor any balance of wages which may be due to any person deceased without orders from the proper accounting officers of the treasury.

ARTICLE 28.

Reports of expenditures.

The paymaster shall make monthly reports to his commanding officer of all expenditure of provisions, and quarterly reports of the expenditures of money, clothing, and small stores in his department, and of the quantity of each kind remaining on board, and the length of time for which there is a supply.

ARTICLE 29.

Bills of exchange.

Bills of exchange must be drawn and negotiated in conformity with such instructions as the Secretary of the Navy may give upon the subject.

ARTICLE 30.

Quarterly reports of expiration of men's service.

He shall report quarterly, or oftener if required, to the commanding officer of the vessel, the expiration of service of the men which will occur in each subsequent month in each rating, giving the number only in each rating.—(See form No. 13.)

ARTICLE 31.

He shall take charge of dead men's effects.

He shall take charge of the clothes and effects of all deceased persons belonging to the vessel, and of all persons who may desert or be reported as absent without leave. When directed by the commanding officer of the vessel, he shall sell at public auction the clothes and effects of persons marked "R" on the ship's books, or who shall have died indebted to the United States. He shall sell, in like manner, the clothes and effects of those who may die not indebted to the United States, or preserve them for their legal representatives, as the commanding officer may direct, having due regard to the interests and circumstances of the parties.

ARTICLE 32.

His books and accounts to be kept as directed.

He shall keep his books and accounts, and make reports and returns in relation to them to the Fourth Auditor of the Treasury, and to the Chief of the Bureau of Provisions and Clothing, as they may respectively direct or require.

ARTICLE 33.

Officers may draw portion of rations under certain circumstances.

On foreign service, when the stores on hand will admit of it being done without an undue reduction of any article, officers' messes may be permitted to draw from the public stores, at contract prices, such articles as bear exorbitant prices in the market where they may be, provided such article is for their own use on board ship.

CHAPTER XXII.

CHAPLAIN.

ARTICLE 1.

Respect to the chaplain.

All officers are required to treat the chaplain with the respect due to his holy office, and to afford him every proper facility for the discharge of his sacred duties.

ARTICLE 2.

He will be attentive to the performance of his duties.

He is to be attentive to perform with due solemnity the duties of the Lord's Day, that the ship's company may be impressed with devotion, and he will carefully adapt his discourses to the capacity of the majority of his hearers, that his instructions may be intelligible and beneficial to them.

ARTICLE 3.

To perform divine service when required.

He will perform divine and funeral service when required to do so by his commanding officer.

ARTICLE 4.

He will be attentive to the requests of persons requiring his attendance.

He shall be very attentive to the requests of all sick persons who may desire his attendance, and shall, although not requested, visit all such as may be dangerously ill, and offer such consolations as they may require.

ARTICLE 5.

Religious instruction of boys, &c.

He is to instruct in the principles of the Christian religion the boys and such other persons as the captain may put under his care.

ARTICLE 6.

Instruction of the boys in the elementary branches of education.

He will apply to the captain to direct some intelligent and well-disposed person of the crew to instruct, under his directions, the boys of the ship in reading, writing, and the first rules of arithmetic, and will examine the boys often, and will report to the captain those whom he may find diligent and well disposed, that they may be rewarded.

ARTICLE 7.

Chaplain's reports.

He will make to the commander of the ship a report on the first of January, April, July, and October, of the duties performed by him in the previous three months, and a condensed report at the end of the cruise.

CHAPTER XXIII.

PROFESSOR OF MATHEMATICS.

ARTICLE 1.

He will give his attendance when required, and instruct midshipmen and others.

The professor of mathematics is to give his attendance regularly at such times as shall be directed by his commanding officer, and to instruct the midshipmen and others who may be directed to attend, and report weekly to the commanding officer the attendance which they may give and the proficiency they may make.

ARTICLE 2.

He will report quarterly.

He shall present to his commanding officer, made up to the last days of March, June, September, and December, reports of the attendance and proficiency of those whom he has instructed, for transmission to the Secretary of the Navy.

CHAPTER XXIV.

MASTER-AT-ARMS.

ARTICLE 1.

He will see orders about lights, &c., enforced, and report improprieties.

The master-at-arms is to see the orders respecting lights and fires duly executed, and report improprieties committed by the men below.

ARTICLE 2.

He will examine all craft alongside.

He, or the ship's corporal, is to examine all lighters, craft, and boats that come to the vessel, and see that no improper articles are brought on board or taken from the ship, and that none of the crew leave in them without proper authority.

ARTICLE 3.

He will report prisoners.

He shall report daily, in writing, to the commanding officer, the name and offence of every person confined, by whose order, and the number of days he has been confined.

ARTICLE 4.

Charge of clothing.

He shall take charge of the clothing and effects of deserters, dead men, and liberty men, and proper means and facilities will be afforded him for the taking care of them.

ARTICLE 5.

Ship's corporal to be subordinate to him.

The ship's corporal is to be subordinate to, and to assist the master-at-arms; and when there is no master-at-arms, he is to perform the duties of master-at-arms.

CHAPTER XXV.

YEOMAN.

ARTICLE 1.

He will receipt and be responsible for stores.

The yeoman shall receipt and be responsible for all *stores* in the boatswain's, carpenter's, and sail-maker's departments, and for all stores in the gunner's department, ammunition and armament excepted.

ARTICLE 2.

He will take precautions against fire, &c.

He shall see that all the regulations respecting lights in the store-room are strictly observed, and that every precaution is taken to guard against fire or other accidents; and must never suffer any wines, spirituous liquors, or private stores of any kind to be kept in the store-room without written orders to that effect from the commander.

ARTICLE 3.

The accounts he shall keep shall be according to forms prescribed

He shall keep regular accounts, according to the forms which are or may be prescribed, of all receipts, expenditures, conversions, or transfers of stores in the respective departments, specifying the time and place, and the person from whom the articles were received, and to whom and for what purpose they were delivered, and, if converted to other purposes than those for which they were received, by whose order.

ARTICLE 4.

His accounts shall be presented weekly to the executive officer.

He shall present his accounts of receipts and expenditures weekly to the executive officer of the vessel for his examination, who shall, if he finds them correct, certify the same, and hand them to the commander, who will regulate his monthly entries in his expense books from them.

ARTICLE 5.

His abstract expense books shall be presented to commanding officer.

He shall exhibit his abstract expense books to the commanding officer within the first week of each month, that he may cause the same to be compared with his own, and if found correct, the commander shall approve the same, as a voucher for the yeoman's accounts.

ARTICLE 6.

His duties when a vessel is paid off or placed in ordinary.

He shall, when a ship is to be paid off or placed in ordinary, present to the commander his expense books, to be returned into the navy store, and an abstract statement of the total quantities of the respective articles which may have been received and expended in each year during the cruise, and which may then remain on hand, or have been returned into store, as shown by his expense books; and the commander shall forward the same to the proper bureaus of the Navy Department, and shall state whether the quantities reported by the yeoman's expense books correspond with the quantities actually on hand or returned into store, as ascertained by survey; and if there should be any difference, he will note the same, and, if in his power, will state the probable cause of such difference.

ARTICLE 7.

One-quarter of his salary to be retained, except.

Unless ordered by the Secretary of the Navy, the yeoman shall not receive more than three-fourths of his pay until the stores in his charge shall have been examined and found correct.

CHAPTER XXVI.

COOK.

ARTICLE 1.

He is responsible for fresh meat in his charge. Meat must be tallied.

The cook is to be responsible for the safe keeping and proper distribution of the fresh water, meat, and vegetables which may be delivered into his charge. He is to receive no meat unless it is properly tallied.

ARTICLE 2.

Rations to be properly cooked.

He is to have the rations of the ship's company properly cooked, and delivered to the cooks of the messes at such times as may be directed by the commanding officer.

ARTICLE 3.

Boilers, &c., to be kept clean; shall preserve order.

He is to see that the boilers and cooking utensils are kept perfectly clean, and shall preserve order and silence about the galley, and report offenders.

ARTICLE 4.

To allow no unauthorized cooking.

He shall see that the cooks who are authorized to be at the galley or range do no cooking except for the officers or others entitled to have cooking done at those places, and will immediately report to the executive officer any cooks whom he may detect in doing or permitting such cooking to be done.

CHAPTER XXVII.

PETTY OFFICERS AND PERSONS OF INFERIOR RATINGS.

ARTICLE 1.

They shall set a good example to their inferiors.

Petty officers are required to show to persons of inferior ratings a good example of cleanliness, subordination, zeal, and alacrity.

ARTICLE 2.

They shall aid in maintaining order and discipline.

Petty officers will aid their superiors to the utmost of their ability in maintaining order and discipline.

ARTICLE 3.

To be distributed among the messes.

Petty officers will be distributed equally, as far as may be, among the messes, and the senior petty officer in any mess will be held responsible for the orderly conduct and cleanliness of the mess. They will be excused from serving as *mess books*.

ARTICLE 4.

Every admissible indulgence will be allowed them, except.

Petty officers will be allowed every indulgence that the duties of the ship and the nature of the service will admit of, unless the claim for such indulgence should be forfeited by improper conduct.

ARTICLE 5.

Badge to be worn for honorable discharges.

Every petty officer or person of inferior rating who shall receive an "honorable discharge" will wear upon the left sleeve of the jacket

or frock, above the elbow, a foul anchor, two and a half inches in length, to be white if worn on blue, or blue if worn on white, to be called the "honorable discharge badge;" and for every additional honorable discharge a star half an inch in diameter will be added to the badge.

ARTICLE 6.

Maintenance at naval asylum.

A petty officer or person of inferior rating who has served for twenty years or more, with honorable discharge at the termination of each enlistment, shall be entitled to maintenance in the naval asylum for the remainder of his life, provided his conduct conforms to the regulations of the establishment; or he may receive an allowance of —— dollars per month in lieu of such provision, holding himself in readiness to perform such service as the Navy Department may require of him, provided that when he receives pay for such services the allowance of —— dollars shall cease during the time that he receives such pay.

ARTICLE 7.

Boys in messes to be berthed by themselves.

The boys will be distributed amongst the messes, but shall be berthed by themselves, under the charge of the schoolmaster or one of the petty officers.

ARTICLE 8.

Education of boys.

Boys shall receive every encouragement to learn the duties of seamen and to improve themselves in the elementary branches of education.

CHAPTER XXVIII.

MARINES.

MARINES WHEN IN VESSELS.

ARTICLE 1.

When a vessel is put in commission a guard to be sent on board.

When a vessel is to be put in commission the Secretary of the Navy will give the necessary instructions to the commandant of the marines to have the proper number of officers and marines prepared to go on board.

ARTICLE 2.

Commanding marine officer to be notified when the vessel is ready for their reception.

When a vessel is ready for the reception of the marines, the commanding officer of the station will notify the commanding marine officer, whose duty it shall be to have sent to the designated place of embarkation the detachment which may have been previously ordered for such vessel.

ARTICLE 3.

They are to be entered separately on ship's books.

When marines are received on board a vessel they are to be entered separately on her books as part of the complement, or as supernumeraries, as the case may require, and are to be, in all respects, upon the same footing as the seamen with regard to provisions and short allowances.

ARTICLE 4.

Senior marine officer will report daily in writing.

The senior marine officer shall report daily, in writing, to the commander of the vessel the state of the guard.

ARTICLE 5.

Locker for uniforms, &c.

A convenient locker shall be built, with shelves and pins arranged as a fixture on the berth deck, for the marines, where they may keep their uniform caps, pompoons, belts, &c.

ARTICLE 6.

Not to be diverted from appropriate duties, except.

They are not to be diverted from their appropriate duties, or called upon to coal ship or work as mechanics, except in case of emergency.

ARTICLE 7.

A musket-rack to be constructed.

A musket-rack shall be constructed against the cabin bulk-head, or other appropriate place, with a canvas screen to protect the muskets from the salt air and spray while at sea, where the arms will be in the most suitable place in case of any emergency.

ARTICLE 8.

They may be furnished with slop clothing.

They may be furnished by the paymaster with slop clothing and small stores when the commanding marine officer shall certify that they require them, and the commander of the vessel approves the issue.

ARTICLE 9.

Commanding marine officer to have charge of arms.

The commanding marine officer is to have charge of, and he will be accountable for, the arms, accoutrements, and clothing belonging to the marines, and he will be careful to have the whole preserved in the best possible manner. He will report any injury that may result to them from the neglect or misconduct of any person, that the amount may be recovered from him.

ARTICLE 10.

Officer to be allowed a store-room.

The marine officer will be allowed the exclusive use of a store-room, for the preservation of the clothing, accoutrements, and other articles belonging to the marines.

ARTICLE 11.

Detachments will be accompanied by one commissioned officer.

A detachment of marines, on joining a vessel-of-war for sea service, will always be accompanied by at least one of the commissioned officers who are attached to it.

ARTICLE 12.

They are to be frequently exercised.

They are to be frequently exercised by their own officers. A suitable place on deck will be assigned for that purpose, upon the application of the senior marine officer, when the other duties of the ship and the weather will, in the opinion of the commanding officer, permit.

ARTICLE 13.

Marines serving at great guns.

As occasions may arise when it may become necessary to employ marines at the great guns, they shall be instructed as full gun's crews

by their own officers, and may also be assigned as parts of ordinary gun's crews under other officers of divisions. But the commanding officer will be careful not so to assign marines, except in cases of necessity.

ARTICLE 14.

When not on guard they are subject to orders of sea officers.

When not on guard, or on duty as sentinels, they are to be subject to the orders of the sea officers, in the same manner as the seamen.

ARTICLE 15.

General and special orders.

All "general orders" to sentinels shall pass through the marine officer. The sentinels on the spar-deck may receive "special orders" from the officer of the deck when an emergency may require it.

ARTICLE 16.

Reports of misbehavior to whom made.

Any misbehavior of the marines on guard duty or on duty as sentinels is to be reported to the officer of the deck, and by him made known to the senior marine officer on board, who will report the same to the commanding officer of the vessel for his decision.

ARTICLE 17.

No officer of inferior relative rank shall give orders to a marine officer.

No officer of the navy of inferior relative rank shall give orders to a marine officer, unless such navy officer be at the time in command of the ship.

ARTICLE 18.

Detachments of marines and sailors, who shall command.

When detachments of sailors and marines are landed from a squadron or ship, the senior officer in rank shall command.

ARTICLE 19.

A navy officer who has succeeded to command shall be entitled to command all detachments of sailors and marines from his ship.

If a navy officer, who has succeeded to the command of a vessel, in consequence of the death or removal in any way of her commander, shall find it necessary to land with a detachment of seamen and marines from the ship under his command, his command shall continue as if on board.

ARTICLE 20.

Precedence at courts martial, &c.

At courts martial, courts of inquiry, boards of officers, and upon all occasions of ceremony, the relative lineal rank between the officers of the navy and the marine corps shall be the same as now is, or may hereafter be established between the army and navy.

ARTICLE 21.

Commanding marine officer to attend to the comfort, &c., of his men.

The commanding marine officer will be particularly attentive to the comfort and cleanliness of his men, as well as their soldier-like appearance and efficiency. He will inspect the clothing at least once a month, and report to the commanding officer of the ship in case of any loss or abuse.

ARTICLE 22.

He will have charge of arm chest.

The commanding marine officer shall have charge of the arm chest intended for the use of the detachment.

ARTICLE 23.

Repairs of arms and accoutrements.

If repairs of the arms and accoutrements become necessary, the marine officer will apply to the commanding or executive officer of the ship for such assistance as can be afforded.

ARTICLE 24.

Non-commissioned officers may be reduced and promoted.

The marine officer, with the approval of the commander of the ship, may reduce non-commissioned officers and make promotions to supply vacancies.

ARTICLE 25.

Accounts that senior marine officer shall keep, and disposal thereof.

Such accounts are to be kept by the senior marine officer as may be directed or required by the commandant of the marine corps; and such reports and returns as he may require are to be forwarded through the senior marine officer, as directed in chapter on "Correspondence and Reports."

ARTICLE 26.

One officer shall be on board at all times, except.

When there shall be more than one marine officer attached to a vessel, one shall at all times be on board for duty, unless upon very particular occasions, to be judged of by the commanding officer of the vessel.

ARTICLE 27.

They shall remain on board until the vessel is turned over to officers of the yard.

On the return of a vessel from a foreign station, the marine officer, with the guard, shall remain on board until all the officers, seamen, &c., are detached, and the ship regularly turned over to the officers of the navy yard where they may arrive.

ARTICLE 28.

Liberty on shore.

He will regulate, under the control of the commander of the vessel, the permission of the marines to go on shore.

CHAPTER XXIX.

OFFICER OF DETAIL.

ARTICLE 1.

Officer of the rank of captain to be attached to the Navy Department as officer of detail.

There shall be attached to the Navy Department an officer of the rank of captain, whose duty it shall be, under the direction and control of the Secretary of the Navy, to attend to the detail of officers for service.

ARTICLE 2.

He will keep a register of the service of officers.

He will prepare and keep up a register of all officers of the navy, showing the time that each officer has served, and in what grades, the time in each grade, the station on which the service was performed, the class of vessel, and the nature of the service.

ARTICLE 3.

He will submit to Secretary of the Navy a list of officers for a vessel preparing for sea.

When a vessel is ordered to be prepared for service, the detail officer shall submit to the Secretary of the Navy a list of officers for her, according to the complement table.

ARTICLE 4.

He will equalise the service of officers.

He will be careful in making his detail to equalize, as much as may be consistent with the requirements of the public interests, the service officers on different stations and in the several classes of vessels.

ARTICLE 5.

Record that he shall keep. —Applications.—Declining service.—Returning before completion of service.—Charges or complaints.—Leaving a service before its completion.—Facts or information useful to the Department.

He will keep an exact record of the services of each officer of the navy, showing:

1st. His applications for service.

2d. If at any time he shall have declined service, his assigned reasons for doing so.

3d. If he shall have returned from foreign service before the completion of a cruise, his reasons therefor.

4th. If charges have been preferred, or complaints at any time made against him, the disposition made of such charges or complaints, and the results.

5th. If, having commenced any service, either in the United States or abroad, he shall leave said service before its completion, the manner of and reasons for his so doing.

6th. Any other facts which will aid the department in forming a correct opinion of the availability of the officer.

CHAPTER XXX.

GENERAL MUSTER-BOOK.

ARTICLE 1.

Muster-book.

Every person on board any United States vessel-of-war, who receives either wages or provisions, must be entered in the general muster-book; but, as they will not all be in the same class or situation,

it will be necessary to have several lists, separated from each other on the book by convenient spaces, and a separate series of numbers for the several entries in each list. The lists required to keep the necessary distinctions are the following:

1st. A list of the commission and warrant navy officers, including secretaries and clerks.

2d. A list of petty officers, seamen, ordinary seamen, landsmen, boys, firemen, coal heavers and others borne for pay and provisions.

3d. A list of officers, non-commissioned officers, musicians and privates of marines.

4th. A list of supernumeraries for pay and provisions only.

5th. A list of all other supernumeraries.

6th. A list of prisoners of war.

ARTICLE 2.

Marks opposite names in the muster-book.

The single letter "D" is to be placed against the name of every person who has been detached or transferred by order, or who has been discharged from the service; the two letters "D D" are to be placed against the name of every person who may die whilst attached to or borne on the muster-book of the vessel; and the letter "R" when any person shall have been convicted of desertion, or when it shall have been decided by other competent authority that he has run or deserted from the vessel.

ARTICLE 3.

How entries are to be made.

The entry in each list of the muster-book must be distinguished by a number in the first column, to be exclusively appropriated to it, and which must never be applied to any other entry in the same list; but to each new entry a new number must be given.

ARTICLE 4.

Navy Department will prescribe form of muster-book.

The muster-book shall be kept in such form as the Navy Department shall prescribe.

ARTICLE 5.

Desertion.

Any person belonging to the naval service who shall be arrested or seized in the act of attempting to leave without permission, the ship, navy yard, or boat to which he may be attached, shall be considered a deserter and so noted.

ARTICLE 6.

Desertion.

Any person belonging to the naval service who shall leave the ship, navy yard, or boat, to which he may be attached, without permission to do so, and shall not return within twenty-four hours, and shall fail to give reasons satisfactory to the commanding officer for such absence may be deemed a deserter and so noted.

ARTICLE 7.

Desertion.

Any person belonging to the naval service, who shall have leave to be absent from the ship, or navy yard to which he may be attached for a specified time, and shall not return on or before the expiration of that time, and shall fail to give reason satisfactory to the commanding officer for such failure, may be deemed a deserter.

CHAPTER XXXI.

PAY AND ALLOWANCES.

ARTICLE 1.

Travelling expenses.

Travelling expenses, when incurred by an officer in obedience to any order or in conformity with any rule or regulation of the navy, will be paid at the rate of ten cents a mile upon the mail route, or, when there is no mail route, then by the shortest route usually travelled, except when the officer proceeds in a public vessel or conveyance, or they are incurred to make an exchange of situation at the request of the officer. The amount which would be due when an order shall be obeyed will be advanced by the navy agent or paymaster upon a foreign station upon the order of the commanding officer of the station.

ARTICLE 2.

Travelling pay when a vessel returns from foreign service and is paid off.

When a vessel returns from foreign service and the officers and crew are paid off the officers shall have the usual allowance for travel to the place of their domicil, and the petty officers and men of inferior ratings shall be entitled to conveyance or the actual cost of travel to the place at which they enlisted, if within the United States.

ARTICLE 3.

Passage of an officer with recruits on board a vessel.

When an officer shall be ordered to proceed with recruits from one station to another in a vessel his passage on board the vessel shall be agreed for and paid by the navy agent.

ARTICLE 4.

Passage money of an officer ordered to join a vessel on a foreign station.

The usual and necessary passage money actually paid by officers when proceeding, by order, to join vessels upon a foreign station, or when returning from foreign service under orders, or upon sick ticket granted in conformity with these regulations, when they cannot return in a public vessel, may, if they have not been previously advanced, be paid by the paymaster of the vessel to which the officer may be attached on his joining the station, or by the navy agent at the port at which he may arrive when returning from a foreign station, upon the production of bills and receipts for passage money by sea, and bills for payments made for ordinary land travel in foreign countries, certified by him upon his honor, and approved by the commander of the station or squadron where the payment is to be made.

ARTICLE 5.

Duty pay of commission and warrant officers.

The duty pay of commission or warrant officers shall commence from the date of their acceptance of an order to perform duty, and will terminate when the officer shall have ceased to perform duty under that order.

ARTICLE 6.

An officer sick on duty at a place where there is no medical officer of the navy.

If any officer of the navy shall be sick while on duty at any place where there is no medical officer of the navy, and shall find it necessary to call in a physician, the bill for medical attendance and medicines shall be paid, provided said bill shall not exceed the usual charges for similar services at said place.

ARTICLE 7.

Officers returning from a foreign station as passengers, under orders, or sick.

Officers returning from foreign service as *passengers*, *under orders*, or on sick leave, in conformity with the regulations, shall receive sea duty pay until their arrival within the United States.

ARTICLE 8.

Officers who claim pay under an order or acting appointment.

Officers claiming pay under any order or acting appointment must furnish to the disbursing officer from whom the payment is claimed the original order, or a copy of such order, or appointment, certified by himself to be correct; and must state on such order, or copy, the time when he acknowledged the receipt of such order or appointment, and when he obeyed the order or entered upon his duties under the appointment.

ARTICLE 9.

When the pay of secretaries and clerks shall commence

Secretaries and clerks will only be paid from the actual commencement and during the actual continuance of their service, without regard to any previous date of appointment or acceptance of orders; and the actual commencement and termination of the service of secretaries and clerks must be certified by the officers to whom they may be allowed, as a voucher, to enable them to be entered on the muster-books and to receive the final payment of their accounts.

ARTICLE 10.

When an officer not attached to a vessel or station claims pay of a paymaster.

When an officer not attached to any vessel or station presents a claim for pay to a paymaster he must certify his rank, and, if employed, the nature of the service, and, if not employed, whether waiting orders, on leave of absence, or on furlough; and such application is to be made to the paymaster of the station nearest his residence.

ARTICLE 11.

Officers applying for pay to the Fourth Auditor, who are not regularly paid by him.

Officers applying to the Fourth Auditor for their pay, who are not regularly paid by that officer, must produce statements of their accounts, signed by the paymaster who last paid them, whenever it shall be practicable, or their own certificate, stating by whom and to what date they were last paid.

ARTICLE 12.

Officers in debt to the United States may receive one ration or its value.

Although officers indebted to the United States can receive no part of their pay, they may, when employed on sea duty, receive one ration, or its value.

ARTICLE 13.

A library may be allowed to vessels in commission and navy yards.

There may be allowed to vessels in commission and to navy yards, to constitute a library for the use of the officers, such books as are, or may hereafter be, specially designated by the Secretary of the Navy; and the Secretary of the Navy may make an allowance, at his discretion, for books for the use of the petty officers and persons of inferior ratings on board of vessels going on long or distant cruises.

ARTICLE 14.

Funeral expenses of persons dying in actual service.

The *necessary* and proper funeral expenses of all persons who shall die while in actual service in the United States will be paid, when sanctioned by the Navy Department, or by the commander-in-chief of the squadron when on foreign service.

ARTICLE 15.

The pay of persons who are examined and promoted shall commence with that of others of their date.

When an officer, on his return from foreign service, shall be examined and found qualified, and receive promotion, he shall receive the pay of his new commission or warrant from the time at which it would have commenced if he had been examined with others of his date.

ARTICLE 16.

Allotment of pay.

No person shall be permitted to allot a greater part of his pay than will leave for his own use at least six dollars a month, and in no case for an amount exceeding one-half his pay, except by special authority of the Secretary of the Navy; and no allotment is to be authorized excepting to a parent, wife, near relative, or a guardian.

ARTICLE 17.

When allotments shall commence, and how long they may continue.

An allotment must not be made to commence until the time when the person making it will probably be out of debt to the United States. When made by a person performing duty in the United States, it must not be made for a longer time than one year. When made by a person upon, or ordered to a foreign station, it may be

made for not exceeding the term the person is bound to serve, if less than three years. Should the person be employed on foreign service for a longer period, the allotment may be renewed.

ARTICLE 18.

Allotments to be made in duplicate, to be approved, &c.

All allotments must be made in duplicate, be approved by the commander of the vessel or station, be witnessed and registered by the paymaster and forwarded to the Fourth Auditor of the Treasury, through the proper channel, except in the case of officers, to whom one copy will be delivered.

ARTICLE 19.

No allotment or power to receive pay to be irrevocable.

No allotment, or power of attorney to receive any part of the pay of a person belonging to the navy is to be made irrevocable, as the whole pay of such person may become essential to his support.

ARTICLE 20.

No allotment to be made by an officer unless on duty and absent from his family.

No allotment or pay is ever to be made or continued by an officer, except when he is on duty and absent from his family.

ARTICLE 21.

Travelling allowance not allowed to an officer who is relieved from orders at his own request.

When an officer shall be ordered to a vessel preparing for foreign service, and shall have reported for duty in such vessel, if he shall be relieved from such orders at his own request or for his own mere convenience, he shall not be allowed travelling expenses under said order, and if the allowance for said travel has been paid, it shall be checked from his pay or otherwise refunded to the United States.

CHAPTER XXXII.

FURLOUGHS AND LEAVES OF ABSENCE.

ARTICLE 1.

No officer to leave the United States unless with permission of the Secretary of the Navy.

Permission to leave the United States can only be granted by the Secretary of the Navy; and no officer is ever to leave the United States under any leave of absence, unless such leave shall expressly authorize it.

ARTICLE 2.

Within the United States the Secretary of the Navy alone can grant leave for more than a week except.

Within the United States, leave of absence for a longer time than one week will only be granted by the Secretary of the Navy, except in cases of great emergency, which must be immediately reported to him.

ARTICLE 3.

Commanding officers within the United States can grant leave of absence of not over a week, provided.

Commanding officers acting under the immediate orders of the Secretary of the Navy may, within the United States, grant leave of absence to persons under their command for not exceeding one week: provided it can be done without delaying the equipment of the vessel to which they may belong, or producing other injury to the public service; and that no leave is granted to any officer belonging to a vessel under sailing orders.

ARTICLE 4.

Commanders-in-chief or of navy yards or stations not to leave their commands for more than a week, except.

Commanders-in-chief of squadrons and commanders of navy yards or stations in the United States shall not leave the limits of their command for a longer period than one week in any successive two months, without the permission of the Secretary of the Navy.

ARTICLE 5.

Commanders of fleets or squadrons abroad may grant leave to return to the United States

Commanders-in-chief of fleets or squadrons abroad may grant permission for officers to leave the squadron for the purpose of returning to the United States when it shall be duly certified that it is absolutely necessary on account of their health; but in no other case, unless previously authorized by the Secretary of the Navy.

ARTICLE 6.

Furlough.

Officers can only be placed on furlough by the Secretary of the Navy, or by sentence of a court martial.

CHAPTER XXXIII.

RECRUITING SERVICE.

ARTICLE 1.

Strict and constant attention to duty required.

As the appointment of officers to attend to the recruiting service is intended not only to hasten the collection of recruits for the navy, but to guard against the enlistment of improper, unsound, or incompetent persons, strict and constant attention to the duties of the rendezvous is to be given.

ARTICLE 2.

Junior officers to act as assistants and not as substitutes, except.

The junior officers who may be ordered upon this duty are intended as assistants to the commanding officer, and not to act as his substitutes, except in cases where he is unable to attend by reason of sickness, or when absent on leave with the sanction of the department. Under all other circumstances he will be expected to attend daily at the rendezvous, and to personally question the persons offering to enlist, examine into their qualifications, and determine himself whether they may enter or not, and in what capacity or rating.

ARTICLE 3.

Age, stature, and qualifications of recruits.

Recruiting officers shall enter no boy under fourteen years of age, nor unless he be at least four feet eight inches in height; nor any person whatever under twenty-one years of age, without the consent of his parent or guardian, if any such may be found; nor any landsman over twenty-five years of age, unless he shall have a knowledge of some mechanical trade which will be useful on board a vessel; nor any landsman having such mechanical trade, unless he is under thirty-five years of age. No person is to be entered as ordinary seaman unless he shall have been at sea two years; nor as a seaman unless he shall have been at sea four years and passed satisfactory examinations.

ARTICLE 4.

Persons not to be entered as petty officers, except.

Recruiting officers are not to enter persons as petty officers, unless specially authorized.

ARTICLE 5.

Free colored persons not to be entered without permission.

Free blacks or free colored persons are not to be entered, except with the approbation of the commander of the station, or by special order from the department.

ARTICLE 6.

Officer in command of rendezvous and medical officer shall concur in opinion.

No person shall be entered for service in the navy, unless the officer in command of the rendezvous and the medical officer in attendance, shall concur in opinion as to his fitness for the service.

ARTICLE 7.

If a recruit receive an injury after enlistment and before he appears on board the receiving ship.

If, between the time of a person's being entered at the rendezvous, and his appearance on board the receiving or other ship, he shall receive an injury, which in the opinion of the inspecting and medical officer of the receiving or other ship, unfits him for the service, he shall not be received.

ARTICLE 8.

When persons are entered for particular ratings with complaints or injuries.

If persons should be entered for particular ratings as petty officers with complaints or injuries which, in the opinion of the medical officer and the commander of the station, may not interfere with the proper performance of their duties in those ratings, their condition must be fully described and carefully noted on all the descriptive lists containing their names, that no improper claims for pensions may be subsequently allowed.

ARTICLE 9.

The law regulating enlistments to be printed on shipping articles and both to be read to recruit.

The law for the time being which authorizes and regulates the enlistment of persons for the navy, must be printed at the head or on the back of the shipping articles, and recruiting officers shall cause the articles and the law authorizing enlistment to be read to every person before such person signs them.

ARTICLE 10.

No intoxicated person to sign shipping articles. No felon to be enlisted.

Recruiting officers shall not allow any one to sign the shipping articles when intoxicated; nor shall they enter any person known to have been convicted of a felony.

ARTICLE 11.

Advances of pay and bounty.

Recruiting officers shall make no advance of pay nor give any bounty, except by express orders from the Secretary of the Navy, or of the officer under whose orders they may be placed; and in all cases of making advances, the *amount* advanced to petty officers, if any such enlistment should be authorized, shall not exceed the amount authorized for seamen, and good security is to be taken for the same until the person receiving it shall have been duly received and mustered on board the receiving vessel, or some other vessel of the United States.

ARTICLE 12.

Advance money, when it may be paid.

Recruiting officers shall not pay over any advance money or bounty, except to the person entitled to receive the same, nor until he shall be examined and found fit for service; and they are, if possible, to induce the men to repair on board with their effects, or to receive the amount of their advance in clothing or other necessaries from the vessel; in which case the recruiting officer is to give the necessary information to the commanding officer of the vessel, and will be excused from taking security when an advance is so made.

ARTICLE 13.

Persons who receive advance shall supply themselves with clothing.

The recruiting officer shall take care that each person who receives advance or bounty, furnishes himself with suitable clothing of the navy pattern to the amount of two-thirds his advance, and that the articles are sent on board with him.

ARTICLE 14.

Recruits brought on board receiving ship, shall not be received if so intoxicated as to require constraint.

When persons who have entered at the rendezvous, are brought on board the receiving vessel, care shall be taken that they are in a proper state, and if any person when brought on board shall be so much intoxicated as to require restraint, he shall not be received until he becomes sober.

ARTICLE 15.

Receipts that the recruiting officers must produce.

Recruiting officers must produce receipts for the amounts advanced from the persons to whom they make advances or pay bounty; a

receipt for each individual from the commanding officer of the vessel on board which he may be sent, and a certificate from the paymaster of such vessel that he has received lists showing their rating, the date of entry, the time of service and the amounts advanced to the individuals respectively, before they can receive credit for the advances made.

ARTICLE 16.

Amount to which recruiting officers are restricted.

Recruiting officers shall not receive, without the sanction of the commanding officer of the station, more than one thousand dollars at any one time, which they may obtain by requisitions upon the navy agent, when duly approved by the senior officer in command of the station, who shall not approve such requisition, however, until satisfied that the amount asked is required for the public service.

ARTICLE 17.

Recruiting officers shall report weekly.

The recruiting officer must report weekly to the Secretary of the Navy and the commander of the station the number of persons he may have enlisted, and the amount of money remaining in his hands, in such form as may be prescribed. (See form Nos. 15, 16, 17.)

ARTICLE 18.

Vessels of the navy to have shipping articles; cases in which persons may repair on board without passing through the rendezvous.

Each vessel of the navy shall be furnished with a set of shipping articles, and in cases where persons are desirous to repair on board without passing through the rendezvous they may, by order of the commanding officer of the station, be so entered, who may order an advance not exceeding two months' pay; but such persons shall be subject to the same examination by the commander of the ship and one of the medical officers as would be made at the rendezvous, and shall be subject to transfer for general service.

ARTICLE 19.

In case of doubt as to age, oath to be taken.

In all cases of doubt as to the full age of persons offering themselves for enlistment, it will be the duty of the recruiting officer to require them to make oath before a justice of the peace, or some other person lawfully authorized to administer oaths, that they are of the full age of twenty-one years, and note the same in the descriptive lists.

CHAPTER XXXIV.

HONORABLE DISCHARGES.

ARTICLE 1.

Honorable discharges as testimonials of fidelity and obedience to be granted.

It shall be the duty of the commanding officer of any vessel in the navy, on returning from a cruise, to grant an honorable discharge to such of the seamen, ordinary seamen, landsmen and boys who enlisted for three years, as in his opinion are, on being discharged, entitled to it, as a testimonial of fidelity and obedience, and to forward, immediately on his arrival in port, to the Secretary of the navy a list of their names. To aid him in this duty he may associate with him two lieutenants, one of which shall be the senior lieutenant of the ship.

ARTICLE 2.

Commander will report names of crew entitled to honorable discharges.

The commander will, immediately on his arrival in port, at the termination of a cruise, forward to the Secretary of the navy the names of those of the crew of the vessel under his command who have been found, as provided for in article 1, to be entitled to honorable discharges.

ARTICLE 3.

A person who receives an honorable discharge will be allowed three months' pay on re-enlistment.

When any seamen, ordinary seaman, landsman, or boy who, having received an honorable discharge from the navy, (the form of which will be prescribed by the Navy Department,) shall within three months from the date thereof present said honorable discharge at any naval rendezvous, or account in a satisfactory manner for its loss, answer the description of such discharge and be physically qualified, he shall be re-enlisted for three years, and, upon his transfer to a receiving ship, will be entitled to receive three months' pay, equal to that to which he would have been entitled if he had been employed in actual service in the rate specified in the honorable discharge. (See form No. 14.)

ARTICLE 4.

The three months' pay under an honorable discharge to be considered "Honorable Discharge Money."

The three months' pay to which a seaman, ordinary seaman, landsman, or boy is entitled who shall enlist for three years, within three months after his honorable discharge, shall be considered "Honorable

Discharge Money," and so denominated. It will not, however, be paid in one sum at the time of re-enlistment, but shall be reserved for payment during the term of the re-enlistment, at such times and in such sums as the Secretary of the Navy may direct.

ARTICLE 5.

Loss of honorable discharge.

If the honorable discharge should have been lost, reference can be made to the files of the department for corroboration that the person presenting himself did receive an honorable discharge, and for a descriptive list of his person.

ARTICLE 6.

Endorsement on honorable discharge on re-enlistment.

The recruiting officer will write on the face of the honorable discharge, over his official signature, the date of re-enlistment. After the reception on board the receiving ship of the person re-enlisted, the commanding officer also will write on the face of the honorable discharge, over his official signature, that the three months' pay has been credited or paid in part to him, with the date of such credit or payment, and the amount thereof.

ARTICLE 7.

Advance of pay.

To those re-enlisting under an honorable discharge the authorized advance of pay will also be made.

ARTICLE 8.

Person holding an honorable discharge physically disqualified.

Should the person holding an honorable discharge prove physically disqualified, it will be so written by the recruiting officer on the face of the discharge, and such discharge will not entitle the holder to be received under it.

ARTICLE 9.

Reference to be made to re-enlistments under honorable discharges on returns of enlistments.

On the returns made to the Navy Department of enlisted men from rendezvous and receiving ships, special reference will be made to those men who have re-enlisted under an honoroable discharge, and from what vessel they received their discharge.

ARTICLE 10.

Discharge of a yeoman.

A yeoman is not to be discharged until his accounts have been examined and found correct, as required in article 7, chapter XXV. If found correct, the commandant of the yard will then grant the honorable discharge, if the yeoman is entitled to it in the opinion of the commanding officer of the vessel to which he belonged.

ARTICLE 11.

Honorable discharges to invalids sent to the United States from a foreign station.

When invalids are sent to the United States from a foreign station the commanding officer of the vessel to which they belonged will transmit a list of their names to the department, stating the general character of each, and designating such as, in his opinion, are entitled to the honorable discharge, in order that the commandant of the station at which they may arrive in the United States may be directed to grant the said discharge to those deserving it. A duplicate of the list is to be sent also to the commandant of the station where they are to arrive.

ARTICLE 12.

Men discharged at their own request not entitled to honorable discharge.

When any seaman, ordinary seaman, landsman, or boy shall be discharged at his own request, or for his own convenience, before the expiration of his term of enlistment, he shall not be entitled to the honorable discharge.

CHAPTER XXXV.

RECEIVING VESSELS.

ARTICLE 1.

Commander of receiving vessel shall take charge of recruits.—The paymaster to receipt for them.—If considered unfit for service, they are to be re-examined and report made to the Secretary of the Navy.

The commander of a vessel which may be used for the reception of recruits, until they shall be transferred to some sea going vessel, shall take charge of all such recruits as may be sent to the vessel; and if, upon their examination, they shall be considered fit for service, he shall direct the paymaster to receipt for them, and to certify that he

has charged to them, respectively, the amounts which, by the accounts sent by the recruiting officer, may have been advanced to them; or, if received from another vessel or station, by the paymaster of such vessel or station. If any of the recruits should be considered unfit for service, the fact must be reported to the commander of the station, who will order a survey by three commissioned officers, of which at least one must be a medical officer, and, if practicable, senior to the medical officer of the rendezvous where the recruit was shipped; and in case they should find him unfit for service they will particularly specify the causes of his disability in their report, a copy of which must be transmitted by the commander of the station to the Secretary of the Navy for his decision. (See form No. 18.)

ARTICLE 2.

Descriptive list to be made out.

When the men shall have been received on board and have passed the required examination, a particular description of each shall be taken, in which shall be specified the rendezvous where entered, when entered, expiration of service, their age, place of birth, complexion, height, color, rating, trade, and particular marks; and if they should have any marks of wounds or injuries which might form a ground for application for pensions, they must be particularly noted, as a check against fraudulent applications. These descriptive lists must be entered in a book to be kept in the vessel; a copy must be transmitted to the Secretary of the Navy semi-annually—first July and first January.

ARTICLE 3.

Transfer of recruits.

Whenever recruits are transferred to any other vessel their transfers and the vessel to which they are transferred must be noted in the descriptive list, as well as in the muster-books, and complete descriptive lists must be sent with them, accompanied by a statement of their apparent qualifications, and, if it can be ascertained, whether any, and who, have been petty officers in the service. All these books and lists must be signed by the paymaster, and approved by the commanding officer of the receiving vessel, in proof of their accuracy.

ARTICLE 4.

Clothing to be examined, marked, and a list made out.

The commander will take care that the clothing and bedding of all recruits are carefully examined and marked, and that lists of the same are taken when they are first received on board, and all other measures taken for their preservation and safe keeping.

ARTICLE 5.

Recruits shall receive no advance of clothing, stores, or money, except.

While men are on board the receiving vessel they shall receive no supplies of clothing or small stores so long as they are indebted to the United States, except upon the written order of the commanding officer; and the paymaster who may be directed to furnish such articles must preserve such order as a voucher, in case the person to whom they are made should die or desert before he is out of debt to the United States.

ARTICLE 6.

Recruits to be exercised and instructed.

Receiving vessels shall be sufficiently equipped to furnish the means of exercising the recruits who may be on board, and the commanding officer will, under the direction of the commanding officer of the station, have them exercised, with the men forming the permanent crew of the vessel, as frequently as their other duties will permit, at the cannon and small arms, reefing and furling sails, pulling in boats, and in all such other duties as may best prepare them for service on board vessels-of-war at sea or in port. Particular attention is to be paid to the instruction of the boys and the young landsmen and ordinary seamen, so as to give them all the opportunities of improvement which circumstances will permit.

ARTICLE 7.

Desertions to be prevented.

The commander of the receiving vessel is to adopt all proper precautions to prevent desertions, and is not to allow any recruit to go on shore on liberty without the consent of the commanding officer of the station.

ARTICLE 8.

Recruits not to be rated as petty officers.

No recruit is to be rated a petty officer whilst he is on board a receiving vessel, as that authority is to be exercised by the commanding officer of the sea going vessel to which he may be transferred.

ARTICLE 9.

Recruits not to be employed on other duties than those connected with the equipment of vessels.

The recruits on board a receiving vessel are not to be employed upon duties unconnected with that vessel, except by the order or

sanction of the commander of the station; and when employed in aid of the force in navy yards for rigging or equipping vessels, or for any other service, he will see that they are placed under the direction of proper navy officers. Unless for some special service, he will not authorize the employment of the recruits in a navy yard upon other duties than such as are immediately connected with the equipment of vessels, or the preparation of their outfits and stores.

ARTICLE 10.

When transfers are made to a sea going vessel, a due proportion of each class of recruits to be selected.

When the commanding officer of a receiving vessel is directed to transfer men to a sea going vessel, if there be more than a sufficient number of any class on board to comply with the order, he is to make an impartial selection, preferring those who have been longest shipped, and sending a fair proportion of such as may be supposed qualified for petty officers, of useful mechanics, and persons of foreign birth, and blacks and colored persons; but not more than one-twentieth of a vessel's complement shall consist of blacks or persons of color, unless by written order of the commander of the station. (See form No. 19.)

ARTICLE 11.

In case of complaint of commander of a sea going vessel, a survey of the men transferred to be made.

In case of complaint or dissatisfaction as to the character or condition of the draft on the part of the commander of the vessel to which men are transferred from a receiving vessel, it shall be the duty of the commander of the station to order a survey, on which he will decide the case as soon as practicable; but no men are to be returned and exchanged except for good causes and by his written order, in which the reasons for the same will be expressed.

ARTICLE 12.

Commander of the receiving vessel to select draft for sea going vessel.

When men are to be drafted from the receiving vessel to a sea going vessel the selection shall be made by the commander of the receiving vessel, and no officer, whatever may be his rank, shall be permitted to visit the receiving vessel and make selections for the vessel which he is to command.

ARTICLE 13.

Transportation of recruits from one station to another.

The senior officer in command of the station will give the necessary instructions to the navy agent to procure proper transportation for

such men as he may be directed to send to any other place, when he has no public vessel at his disposal for that purpose, and will send proper officers to take charge of them, informing the Secretary of the Navy of every draught so sent, and their number, the rate and amount of passage money, and the names of the officers under whose charge they were placed.

ARTICLE 14.

Officers attached to a receiving vessel to live on board and conform to general regulations for other vessels in commission, except.

The commander and other officers attached to the vessel designated to receive recruits are to conform to the general regulations for other vessels in commisseon in all matters not specially provided for in this chapter, and are to live on board, unless specially exempted by the Secretary of the Navy, in the same manner as though under orders for sea service, and they will be considered as entitled to sea pay; but employment in these vessels will not be considered as "sea service" in regulating the promotion or appointment of the officer.

CHAPTER XXXVI.

SURVEYS.

ARTICLE 1.

The persons whom it shall be proper to employ to inspect or survey.

When an inspection or survey of articles is to be held to determine whether they ought to be received under any contract or purchase, great care is to be taken that such officers or other persons are selected as will best secure the government against imposition or loss. Although the master workmen of the different classes of mechanics ought always to be among the officers for inspecting materials intended to be used under their directions, and their own reports may, in ordinary cases, be deemed sufficient, yet, when they are themselves in doubt, or their decision is questioned, or the commanding officer should from any cause consider it expedient, he will have the inspection made by a greater number of persons, and by such as he may deem most competent.

ARTICLE 2.

Applications for surveys to be made in writing, by whom and how made.

All applications for surveys upon articles supposed to be defective or unfit for use, or deficient in quantity, must bema de in writing by the person having charge of the same to his immediate commanding officer,

and if he deems such survey necessary, he will, if serving in a fleet, approve and transmit the same to the commanding officer of the division or squadron to which he belongs, who is to order such survey to be taken, unless the commander-in-chief shall have otherwise directed. But when officers are not in company with the commander of a division or squadron, the applications are to be transmitted to the senior officer present.

ARTICLE 3.

Two commission officers will be selected to survey articles reported defective.

Officers who may order surveys upon articles reported as defective, or requiring repairs, will, when practicable, select at least two commission officers for that duty, and of a rank proportioned to the importance of the survey to be held, so that the United States may not be exposed to loss from the inexperience of the surveying officers; and, when it can be done, the officers shall be selected from other vessels than those to which the articles may belong.

ARTICLE 4.

Surveying officers may call for information upon the subject under investigation.

Surveying officers may call upon the person having charge of the articles to be surveyed, or upon any other person, for information which may assist them in making correct statements upon the subject they may have been directed to investigate; and if any person shall endeavor to deceive the surveying officers by knowingly giving false statements, or if the surveying officers shall discover, or find reason to suspect, any fraud, they shall notice it particularly in their report.

ARTICLE 5.

How the report of surveying officers shall be made.

The report of officers directed to survey articles represented to be unfit for service must specify by whose order the survey was held, each particular article surveyed, the state in which found, and the most proper disposition to be made of it; and if the articles are found to be damaged or of improper quality, their report must further state, if possible, by whom they were furnished, and whether the damage or injury was or was not owing to the misconduct or neglect of any particular person or persons.

ARTICLE 6.

When surveying officers receive information in relation to articles under survey from the person who has charge of them.

When officers are ordered to ascertain the quality of articles, they are not to take the account of them from the officer who has charge of

them, unless it shall be impracticable to make a personal examination, or they shall be directed to take the account from him by the person ordering the examination; and when the quality of articles shall be so taken, it must be particularly noted in their report, with the reasons why it was so taken, and they shall state if any, and what, articles are found to be defective.

ARTICLE 7.

Survey to ascertain the quantity of articles.

When a survey is held to ascertain the quantity of articles, and they are found deficient, one report of the survey, duly signed, and made upon the back of or attached to the order, is to be furnished to the officer who requested the survey; another to the commander of the vessel; and a third transmitted to the proper bureau of the Navy Department.

ARTICLE 8.

Stores or provisions are not to be thrown overboard, unless.

No stores or provisions are to be thrown overboard, unless they are entirely useless, and except the surveying officers shall, in their report, represent them as being, in their own opinion and that of the surgeon, prejudicial to the health of the ship's company, in which case the commander of the vessel shall cause them to be thrown overboard as soon as the report of survey is duly approved or confirmed, and the certificate of one of the surveying officers to that effect is to be attached, but all other articles are to be converted to some other use, or turned into store.

ARTICLE 9.

Survey and report to be made when an officer in charge of money or articles shall die, &c.

If any officer of the navy having charge of money, provisions, or other stores belonging to the United States, shall die, be suspended, removed, or otherwise separated from his vessel or station, so as to render it necessary to appoint another person to perform his duties, it shall be immediately reported by his commander to the senior officer present in command, who shall order in writing a survey to be held by proper officers, and, when practicable, in presence of the officer who is to succeed to the charge of the articles aforesaid; and the surveying officers shall make out a statement in writing of the amount, quantity, or number, state, and condition of such articles, in quadruplicate, and sign the same, and transmit them in a report to the officer ordering the survey, one copy to be retained by him, and three sent to the officer appointed to take charge of the money and stores, two of which he will receipt and hand over to the officer relieved or to the representative of the officer if deceased, one to be retained by him and the other to be forwarded to the Navy Department.

ARTICLE 10.

Survey on an officer whose health requires that he shall leave a station.

Whenever it shall be represented that the ill health of an officer requires that he should leave any foreign station, the commander-in-chief, before acting in his case, shall direct a survey to be held upon him by three medical officers, if so many can be obtained, but if so many are not available, then the commanding officer shall be authorized to take such action as the senior medical officer may certify to be necessary, as well for the public interests as for the recovery of the officer or other disposition of the case.

ARTICLE 11.

Survey to ascertain title to a pension.

When any person shall be surveyed, to ascertain if he is entitled to a pension, the order and report of survey shall be made upon the certificate of the commander and surgeon of the vessel in which he sustained the injury, setting forth the circumstances under which it occurred. The certificate of the commanding officer, surgeon, and paymaster, with one copy of the report of survey, is to be forwarded to the Secretary of the Navy, one to the Bureau of Medicine and Surgery, and a copy of the report of survey given to the person surveyed to be kept by him.

ARTICLE 12.

Officer ordered on a survey to use attention, fidelity, and impartiality.

All officers ordered upon surveys are strictly required to perform that duty with the utmost attention and fidelity, and to make their reports with the strictest impartiality, so that, should they be called upon, they may be able conscientiously to make oath of their correctness.

ARTICLE 13.

Copies of surveys, how forwarded.

Copies of all surveys which may have been held upon officers or others, with an abstract of the same, shall be forwarded by the commanding officers of fleets, squadrons, or navy yards, to the Secretary of the Navy, and of all other surveys to the proper bureaus of the Navy Department, quarterly.

ARTICLE 14.

Quantities to be stated at length, and not in figures.

The quantities of articles must be written, and not in figures, in all reports of survey.

CHAPTER XXXVII.

CORRESPONDENCE AND REPORTS.

ARTICLE 1.

Communications that are to be addressed to the Secretary of the Navy.

All letters which relate to the appointment, promotion, or conduct of officers, the employment of vessels, and the execution of duties under immediate orders from the Secretary of the Navy, are to be addressed "to the Secretary of the Navy."

ARTICLE 2.

Communications to be addressed to the different bureaus of the Navy Department.

Communications in relation to the construction, equipment, or repairs of vessels are to be addressed to the "Bureau of Construction, Equipment, and Repair;" those relating to armaments, ordnance and ordnance stores, nautical instruments, charts, and books, to the "Bureau of Ordnance and Hydrography;" those relating to docks, wharves, and buildings in navy yards, or at other naval establishments on shore, or the employment and pay of mechanics, are to be made to the "Bureau of Yards and Docks;" those relating to provisions, clothing, and small stores, to the "Bureau of Provisions and Clothing;" and those relating to medical supplies and subjects, or to the treatment of the sick and wounded, are to be made to the "Bureau of Medicine and Surgery."

ARTICLE 3.

When the same communication is made to the Secretary of the Navy and to a bureau, the writer shall so state.

Should the same communication be made to the Secretary of the Navy and any bureau, the person forwarding such duplicates shall state the same in his communication.

ARTICLE 4.

In cases of doubt communications will be addressed to the Secretary of the Navy.

When doubts exist as to the proper address of communications, they are to be directed "to the Secretary of the Navy."

ARTICLE 5.

How communications, reports, or requests are to be made and transmitted.

All communications, reports, or requests connected with the public service, which shall be made by officers and others belonging to the

navy, when acting under the orders of other officers, shall (unless otherwise specially directed in these regulations or by the Secretary of the Navy) be sent open, under cover, to their immediate commanding officer; and, if they are intended for or require transmission to his superior officer or the Navy Department, such commanding officer shall forward the same, accompanied by such remarks as he may deem proper, to his immediate commanding officer, if any there be, to be acted on by him or transmitted to the Navy Department, as the case may require, unless the public interests would be hazarded by the delay of transmission in this manner, in which case the communications may be direct. But duplicates must be forwarded to the proper commanding officer, and information given to him of the deviation from this regulation by the earliest opportunity.

ARTICLE 6.

Official rank must be annexed to signature.

Officers, in signing reports, certificates, returns, official letters, or documents of any kind, must annex to their names their official rank.

ARTICLE 7.

The operations of the vessel, &c., not to be commented upon in private correspondence.

Officers are prohibited from commenting, in their private correspondence, upon the operations of the vessel or squadron to which they may be attached, or from giving any information of their destination or intended operations, lest such communications may be published to the injury of the public service.

ARTICLE 8.

Copies of letters to be kept and official documents filed

Officers must enter, in proper books, copies of all the official letters they may write, and of all orders they may receive, and carefully file and preserve all other official documents.

ARTICLE 9.

Receipt of orders, &c., to be acknowledged.

The receipt of all orders or instructions must be immediately acknowledged.

ARTICLE 10.

Official communications not to be published.

Official instructions and official communications must not be published without the permission of the Secretary of the Navy.

ARTICLE 11.

Size of the paper on which official communications are to be made.

All official communications must be written on paper of the size lodged at the different navy yards as samples for "official paper," and must have a margin of at least one and a half inch wide, so that they may be bound up. And all such communications to the department must be enclosed in blank envelopes; every letter must be endorsed with its date and number, and the number of enclosures it contains; and each enclosure must be marked with the date and number of the letter to which it belongs; and the paragraphs of letters must be numbered.

ARTICLE 12.

Letter books, &c., to be kept at navy yards and stations.

Letter books, containing copies of all orders given, or official letters written, and the originals of all letters received on public service, at the different navy yards and at other shore stations, by the commanding officer thereof, must be left at those yards and stations and carefully preserved as records. The commanding officers may, if they think proper, take copies for their own use of all orders or letters which they may receive or write.

ARTICLE 13.

Reports in relation to official conduct of officers to be communicated to them, unless.

Commanding officers shall observe great care in forwarding representations to the department in relation to the official conduct of those under their command, and shall in all cases, when it will not be clearly injurious to the public service, inform the officer complained of or reported of the nature of the representations in relation to him.

CHAPTER XXXVIII.

APPROVAL OF REQUISITIONS AND ACCOUNTS.

ARTICLE 1.

Definition of the approval of a requisition, and such approval will have the force of an order.

The approval of a requisition for money or other articles is to be considered as a certificate on the part of the approving officer that, in his opinion, the articles named in the requsition are necessary for the public service; and the approval of such requisition by the officer whose approval will authorize the procurement or delivery of such articles, according to these regulations, or instructions from the Navy Department, is to have the force and responsibility of an order.

ARTICLE 2.

Purchases by an agent of the Navy Department.

Purchases made for the navy by any agent of the Navy Department, upon requisitions or orders addressed to him, are to be made after due inquiry and comparison by such agent on the most favorable terms for the government, and upon prices agreed upon before the purchase is made; and, if required, he shall certify the same upon the bills rendered for the articles.

ARTICLE 3.

Duties of the officer who shall receipt for articles purchased by an agent.

Where articles are delivered by or under the direction of an agent who purchased the same, the officer who is to take charge of and receipt for them shall examine the bills rendered; and if, in his opinion, any of the articles are charged above the fair market price, he shall report the same to the officer under whose approval they were required before receipting for them, that such approving officer may institute inquiries and take such other measures as the case may require.

ARTICLE 4.

No receipt to be given until inspecting officers have approved the articles.

Where inspections are required to determine the quality of articles, or their conformity with contracts or agreements, no receipts are to be given for them until the inspecting officers shall have certified their satisfaction with the articles delivered.

ARTICLE 5.

The approval of a commanding officer to a muster-book is a certificate of its correctness.

The approval or signature of a commanding officer of a vessel to a muster-book or muster-roll is to be considered as his certificate of the correctness of all the entries made therein, in relation to the date of enlistment, ratings, terms and expiration of service; and he will be particularly careful to examine all such books or rolls, that full confidence may be placed in such as are thus signed or approved.

ARTICLE 6.

Approval of a commanding officer is a certificate of correctness of certain parts of a roll or account.

The approval of a commanding officer to a "quarterly muster and pay-roll," or to a "transfer roll" or "account" given to or sent with men transferred, is to be considered as his certificate of the correctness of those parts which are a transcript from the general

muster-book, relating to the dates of enlistment, ratings, terms and expiration of service, but not to the correctness of those parts relating to their accounts, which are upon the responsibility of the paymaster, and to be certified by his signature to the said transfer rolls or accounts.

ARTICLE 7.

The approval of an officer to a bill for articles purchased or services rendered.

The approval of an officer to a bill for articles purchased or services rendered is to be received as a certificate that the purchase or service was duly authorized; that the articles have been received by a responsible officer of the government, or that the service has been performed; that they conform to the contract, or are otherwise satisfactory as regards the performance of the duty and the quality and price of the articles; but not for the correctness of the calculations determining the amounts charged.

ARTICLE 8.

Approval of an officer that will authorize the payment of money.

The approval of an officer whose approval, by the instructions of the Treasury or Navy Department, will authorize the payment of money is to have the force and to be given under the responsibility of an order for such payment, and is always to be accompanied by the rank of the officer and the date of the approval.

ARTICLE 9.

An officer relinquishing a command will see that all bills are settled, &c.

On a change of command on a foreign station, the officer who relinquishes the command will take care that all bills for articles, the requisitions for which have been approved by him, are settled before he relinquishes the command; but if from any circumstances this can not be done, the officer who approved the requisitions will be responsible for the correctness of the purchases, though the bills may be authorized to be paid by his successor.

ARTICLE 10.

Commanders of fleets or single ships to approve bills before leaving port.

The commander of a fleet or a single ship, when acting alone, shall, before leaving a port at which he may have received supplies, notify the persons who may have furnished the same to attend at some specified time and place with their accounts, so that none may be left without receiving his inspection, and approval should they be correct.

ARTICLE 11.

Accounts to bear date of approval.

All accounts must bear the date of approval; and the sum for which the account is approved must be written in words at length.

CHAPTER XXXIX.

OFFICERS' APARTMENTS, SLEEPING BERTHS, AND MESSES.

ARTICLE 1.

Apartments of officers on board ships of the line.

In ships of the line of three decks with a poop cabin the captain of the ship shall have for his use the cabin upon the upper gun deck; the ward room officers the cabin on the middle gun deck for a mess room; and the steerage officers shall have their mess room on the after part of the lower gun deck. If without a poop cabin, the captain shall then have the use of the cabin on the middle gun deck; the ward room officers the after part of the lower gun deck as a mess room; and the steerage officers shall have their mess room on the orlop. If in a ship of the line of two decks with a poop cabin, the captain shall have for his use the cabin upon the upper gun deck; the ward room officers shall mess on the lower gun deck; and the steerage officers shall mess upon the orlop.

ARTICLE 2.

Apartments of officers on board a frigate.

In a frigate having a poop cabin the captain shall be entitled to the use of the poop cabin, or the cabin next below the poop cabin, which may not have been selected by the commander of the squadron; and the ward room officers occupy the after part of the berth deck, and the steerage officers be placed immediately forward of them.

ARTICLE 3.

Apartments on board a ship on which the commander of a squadron is embarked.

The commanding officer of a squadron, when embarked in any vessel carrying his flag or pendant, shall be entitled to the poop cabin, where there is one, and where there is no poop cabin, then to the cabin upon the upper gun deck of all ships above the class of frigates, and in frigates having a poop cabin to the choice of the poop or the gun deck cabin; provided, that whenever there shall be no commanding officer of a squadron embarked in any vessel the captain of the vessel shall occupy the cabins which are hereby assigned to the commanding officer of the squadron, excepting in a frigate having a poop cabin. And the ward room and steerage officers in these vessels, excepting in frigates with poop cabins, shall respectively be entitled to occupy the cabins as mess rooms of the next superior class which may be vacated by such change.

ARTICLE 4.

Apartments of the commander of a squadron and a captain on board a frigate without a poop.

The captain of a frigate having no poop cabin shall be entitled to the port state room and to one-third of the forward cabin, divided by

a fore and-aft bulkhead. And if a commander of a squadron shall be embarked in such vessel, he shall be entitled to the other parts of the cabin, if the division shall be desired by him; but if no such commander of a squadron shall be so embarked, then the captain shall have the use of the whole of such cabin, except there shall be a commander on board for duty, in which case the commander shall be entitled to the port state room for a sleeping room, unless otherwise provided for in these regulations.

ARTICLE 5.

Any difficulty in arranging apartments will be referred to the Secretary of the Navy.

In frigates having a poop cabin, where no commander of a squadron is embarked therein, and in other vessels where no decision shall have been previously made by competent authority, if any difficulty should occur in arranging the apartments for the commanding officers of such vessels, it shall be finally determined by the Secretary of the Navy when in the United States, and by the commander-in-chief of a squadron if on foreign service.

ARTICLE 6.

Apartment of a captain of the fleet.

When a captain of the fleet shall be embarked in a vessel where the captain of the ship will, by these regulations, have the use of two state rooms, the captain of the fleet shall in such case have the use of one of them in preference to a commander; and in other cases he shall be accommodated in some part of the cabins assigned to the commanding officer of the squadron.

ARTICLE 7.

Sleeping apartments of ward room, steerage, and other warrant officers. Lieutenant embarked as aid to commander of a squadron. Choice of rooms between lieutenants of marines *not* in command of guard, and assistant surgeons.

The sleeping apartments for the ward room, steerage, and other warrant officers, will be regulated by the Bureau of Construction, with the approval of the Secretary of the Navy, and the occupation of these by the respective officers shall be arranged as follows: The lieutenants shall occupy the state rooms in the ward room on the starboard side, according to rank, the senior lieutenant taking the forward room. The rooms on the port side, and such on the starboard side as may not be required for the lieutenants, shall be occupied in the following order: masters, paymasters, surgeons, captains of marines, chaplains, first lieutenants of marines, passed assistant surgeons, second lieutenants of marines, assistant surgeons, secretaries to commanders of squadrons, and professors of mathematics; provided, that when a lieutenant is embarked as aid to the commander of a squadron, he shall be arranged with other lieutenants of the navy, according to

his rank, unless other special arrangements have been made for his accommodation; provided further, that when a first or second lieutenant of marines shall not be in command of the guard, choice of rooms between the first lieutenant of marines and passed assistant surgeon, and the second lieutenant of marines and the assistant surgeon, shall be according to date of commission.

ARTICLE 8.

Room for chief engineer.

A room shall be provided for the chief engineer in the most appropriate place for the execution of his duties.

ARTICLE 9.

Choice of apartments of steerage officers.

Officers or persons forming the steerage mess shall have priority of choice, according to the order in which they have precedence, and in case of disagreement, the commanding officer shall decide; but any changes may be made by mutual agreement between them.

ARTICLE 10.

Apartments of supernumerary officers.

No officer who is ordered to a ship as a supernumerary shall displace any officer of the regular complement from his accommodations.

ARTICLE 11.

Officers will mess in the apartments assigned them.

Officers are required to mess in their proper apartments as assigned by the department.

CHAPTER XL.

THE COMMANDING OFFICER OF A STATION.

ARTICLE 1.

Geographical limits of command to be prescribed.

Whenever an officer shall be appointed to the command of a station in the United States, the geographical limits of the command will be defined by the Secretary of the Navy.

ARTICLE 2.

All reports and requisitions to be made to him.

All vessels of the United States in commission which shall arrive or be stationed within the limits of his command shall make their reports and submit all requisitions to him for examination and approval, and shall obey his orders, unless they shall be commanded by superior officers, or shall be under the orders and in the presence of his superior officer.

ARTICLE 3.

He will conform to the regulations prescribed for commanders of fleets for procuring supplies, &c.

The commanding officer of a station will conform to all the regulations prescribed for commanders-in-chief of fleets or squadrons respecting the procuring and disbursement of stores and the discipline of the service, unless otherwise specially directed.

ARTICLE 4.

He will exercise no authority over navy yards, except.

The commanding officer of a station in the United States shall exercise no authority or control over the commanding officer of a navy yard or other shore establishment, or over the vessels and persons which may have been placed in charge of such commanding officer of a navy yard, or under his orders, without the express permission or order of the Secretary of the Navy, except in cases of great emergency, where there is not time to refer to the department for orders; and in such cases he will make immediate report of his doings to the department.

ARTICLE 5.

He will inspect vessels not commanded by his seniors.

It shall be his duty carefully to inspect, with the commander of the vessel, (and the inspector of ordnance, when one shall be so directed,) all vessels in commission at the port where he may be, and which are not commanded by his superior or senior officer, a short time before they proceed to sea, or when about to be paid off, and report to the Secretary of the Navy the state of their preparation for battle, of their discipline, and their general condition and efficiency for service, in such form as may be prescribed by the Navy Department.

ARTICLE 6.

When the vessel to be inspected is under the orders of a superior, how to proceed.

Whenever the vessel to be inspected shall be under the orders and in the presence of a superior or senior officer, such superior or senior

officer shall, with the commanding officer of the station, (and the inspector of ordnance, when so directed,) make and report such inspection.

ARTICLE 7.

Inspecting officer of ship to ascertain if any alterations have been made.

The inspecting officers shall, when vessels have just returned from sea, ascertain and report if any alterations have been made in the vessel, her armament, equipment, or arrangement, during the cruise; and if so, the extent, and by whose orders, or by what authority.

ARTICLE 8.

Receiving vessel and recruiting service under his command.

The receiving vessel and the recruiting service will be under the command of the commanding officer of the station.

ARTICLE 9.

Commanding officer of a navy yard and of a station when temporarily absent.

When the commanding officer of a navy yard is also commanding officer of a station, and shall be temporarily absent, either on leave or on duty, the commander of the receiving ship or of the recruiting service, if superior or senior to the second in command of the yard, will be considered as commander of the station during such absence, and will be governed by the regulations for the commanding officer of a station; and all letters and communications having reference to the duties of the station that may be received by the officer in tempory command of the yard will be transferred to said temporary commander of the station, and he will himself act upon allrelating to the duties of the yard without reference to said temporary commander of the station.

CHAPTER XLI.

NAVY YARDS.

COMMANDING OFFICER.

ARTICLE 1.

He will exercise entire control and be responsible for public property.

The commanding officer shall, under the direction of the Secretary of the Navy and heads of bureaus, exercise entire control over every department in the navy yard, and will be considered responsible for

the due preservation of all buildings and stores contained therein, and of all vessels in ordinary or repairing, and for the judicious application of all labor.

ARTICLE 2.

His duties in regard to the employment of mechanics.

He will cause the mechanics and others employed in the yard to be mustered conformably to the instructions which have been or may be given on the subject. He will be particularly careful that none but effective men are employed, and no more than are requisite, and that they are obtained on the most favorable terms to the United States which may be consistent with the instructions he may receive from the Navy Department.

ARTICLE 3.

Working hours; rates of wages.

The hours for commencing and discontinuing work in the navy yards, and the rates of wages to mechanics and laborers, shall be regulated by the Navy Department, and made to conform, as much as may be consistent with the public interests, to the hours and rates in the private establishments in the immediate vicinity.

ARTICLE 4.

Approval of rolls and bills.

He is to approve all pay-rolls for labor, and bills for supplies furnished, upon being satisfied of their correctness and with the prices charged.

ARTICLE 5.

He shall see that all perform their duties and that reports are duly made.

He shall see that all officers, and other persons employed in the yard, perform their duties in a proper manner, and that all reports and returns are made within the time and in the manner which may be directed by the Navy Department.

ARTICLE 6.

Lights and fires to be extinguished.

He will cause all lights and fires on board vessels under his control to be extinguished as early in the evening as is directed to be done on board vessels in commission; and he will establish proper regulations to guard against accident from fire in the vessels under his charge and in the dwellings and other buildings within the yard.

ARTICLE 7.

Fire engines to be kept in order. Organization of a fire department.

He will see that the fire engines are at all times in good order, and will organize a fire department in the yard, and appoint proper fire companies, including hook and ladder, from the navy officers and the master and other workmen, excepting those who belong to or are members of fire companies without and in the vicinity of the yard; and once in every month, before the time of breaking off work in the afternoon, the fire companies shall exercise one hour, or until the time to break off work arrives.

ARTICLE 8.

Refusal of a workman to perform duty in a fire company good cause for removal.

The refusal of any master or other workman in the yard to perform duty in the fire companies of the yard shall, unless he belongs to a fire company without and in the immediate vicinity of the yard, be considered good cause for his immediate dismissal from the government employ; or when, on any alarm of fire in the yard, any such person does not appear at his post, unless he can give satisfactory reason for his absence, he shall be considered equally liable to dismissal. All absentees at the exercise of the fire companies are to be reported to the commandant.

ARTICLE 9.

Frequent examinations of engines and apparatus. A person to be placed in charge.

The person appointed to direct the fire department will frequently examine the engines and all apparatus for subduing fires, and report at once any deficiencies and once a month, at least in writing, their actual condition. The chief engineer of the yard, or other proper person, will be appointed by the commandant to take charge of and keep in order the engines, hose, and fire buckets, and will report to the officer in command of the fire department any deficiencies, that they may be immediately remedied.

ARTICLE 10.

Fire alarm.

An alarm of fire in the yard will be given by the ringing of the yard and ship's bells, and the firing of a gun if it can be readily done; and the same alarm may be given for fires adjacent to or near the yard which may expose it to danger.

ARTICLE 11.

Fire apparatus to be used to extinguish fires near the yard.

When he shall deem it prudent and advisable, he will direct the fire engines and other apparatus to be sent to extinguish fires near to

the yard; but they are to be kept under the control of their own officers, and must return to the yard immediately, if so directed by the commanding officer.

ARTICLE 12.

Reports to be approved by commanding officer.

All reports or returns made to the Navy Department by officers attached to the yard or to vessels in ordinary must be approved by the commanding officer, as an evidence of his having satisfied himself of their correctness.

ARTICLE 13.

No alterations in the arrangements of the yard to be made, except.

He is not to authorize or allow any alterations in the prescribed arrangements or plans of the yard, nor the purchase of any surplus stores, nor the sale of any article, unless specially directed or authorized by the Navy Department.

ARTICLE 14.

Slaves not to be employed, except.

No slaves are to be employed in navy yards without the previous sanction of the Navy Department.

ARTICLE 15.

Password and countersign.

The password for the night, and the countersign, when he shall deem proper, may be issued by the commanding officer of the yard to such persons only as he may direct to be intrusted with them.

ARTICLE 16.

Police regulations.

He shall draw up regulations for the police of the yard, and transmit them to the Navy Department for alteration or approval.

ARTICLE 17.

Journal.

A regular journal shall be kept by the master, under the direction of the commanding officer, in which shall be entered the time when any vessel is received for repairs or put in commission, the number of mechanics and others employed, the arrival and departure of all vessels-of-war and of vessels with stores of any kind for the yard, the time when any vessel is taken into or removed from the dock, the state of the wind and weather as well as the barometer and thermometer, and the other principal transactions of the yard.

ARTICLE 18.

He shall exercise no authority over vessels in commission, except.

He shall exercise no authority over, nor in any manner interfere with, vessels in commission, when they are not placed under his direction, unless in cases of urgent necessity; and should such cases occur, he shall give immediate information to the Secretary of the Navy.

ARTICLE 19.

When a vessel is placed in ordinary.

When a vessel is directed to be placed in ordinary, or given into his charge for repair, he will cause her to be properly moored or otherwise secured, in which he is to be assisted by the officers and crew of the vessel, unless otherwise directed by the department or the senior officer in command upon the station.

ARTICLE 20.

Commander of vessel to point out deficiencies.

Although the control of the commander of a vessel is to cease when the vessel is placed in charge of the commanding officer of a yard for repairs or equipment, it is hereby made the duty of such commander to point out to the commandant of the yard any defects or deficiencies which he may have discovered.

ARTICLE 21.

Officers and others of a vessel undergoing repairs shall assist in equipping her.

Whenever the commander or other officers belonging to a vessel under repairs at a navy yard shall be directed to report to the commanding officer of the yard, such officers, and any other persons belonging to the vessel, may be employed in stowing or equipping her, or in preparing her equipments, whenever it can be done to advantage.

ARTICLE 22.

Crew of a vessel undergoing repairs to be removed to some other vessel or quarters.

When a vessel in commission shall be placed in a proper situation to receive any repairs that may have been ordered, her officers and crew may, if it is deemed necessary, be removed to some other vessel or quarters until her repairs shall be completed; and strict care must be taken that such vessel or quarters, and all articles belonging to them, are at all times kept perfectly clean and in good order by the persons using them for the time being.

ARTICLE 23.

Vessels in commission not to be repaired without permission, except.

No vessel in commission shall be repaired at a navy yard without the previous sanction of the Navy Department, except in cases of emergency; and in all such urgent cases surveying officers shall be duly appointed, and a copy of the report of survey shall be forwarded to the Navy Department without delay.

ARTICLE 24.

He will report to Bureau of Construction.

He shall report to the Bureau of Construction the time when he receives a vessel for repair, when the repairs are commenced, and the time when she is returned into the charge of the commander, or when her repairs are completed.

ARTICLE 25.

Equipment of a vessel for service to be under his direction.

When a vessel in ordinary is to be equipped for service, the equipments shall be made under the direction of the commanding officer of the yard, conformably to general regulations, or to such orders as he may receive from the proper bureau, or the Secretary of the Navy.

ARTICLE 26.

He will see that the commander of the vessel has plans of stowage.

When a vessel shall be stowed and equipped under his direction, he shall take care that the officer who is appointed to take command shall be furnished with plans showing the stowage of the ballast, water, and provisions, and with lists of all the stores and provisions which may have been put on board of her in the respective departments, and their cost, with the draught of water when the vessel is light and at other times.

ARTICLE 27.

Account to be opened against a vessel ordered to be built, repaired, or equipped.

When he shall be directed to build, repair, or equip any vessel, or to construct any building, or to make any improvement in the navy yard, he will direct an account to be opened against such vessel, building, or improvement, debiting it with the number of days' work, and the cost of labor performed by each class of mechanics and laborers, and the quantity and cost of the different materials used; detailed reports of which are to be forwarded to the proper bureau when the objects are completed.

ARTICLE 28.

Requisitions.

When requisitions duly approved are made upon the storekeeper for articles which are not in store, he will direct the storekeeper to make requisitions for such as he may deem necessary upon the navy agent, and will approve and forward them, that the articles may be promptly furnished.

ARTICLE 29.

He shall keep a bill book.

He will keep a bill book, in which shall be copied all bills for articles which may be delivered for any special object in the yard, and be approved by him, keeping each appropriation and object distinct from every other. He shall keep marginal duplicates of all requisitions upon the storekeeper which he may approve. He shall cause his clerks to examine the entries in the storekeeper's returns, and compare them with the bill books and marginal duplicate requisitions, and certify that they are correctly entered, before he approves the storekeeper's returns of receipts and expenditures.

ARTICLE 30.

Navy officers to have charge of rigging, arming and equipping, dismantling, &c., all vessels at the yard.

The officers of the navy employed in navy yards are to have the charge of masting, rigging, stowing, arming, equipping, dismasting and mooring all vessels at the yard; and all persons employed for those purposes are to be under their general superintendence and direction, as may be ordered by the commandant of the yard.

ARTICLE 31.

Distribution of workmen employed in the yard.

He will direct the constructor to furnish the clerk of the yard daily with lists of the distribution of the workmen employed under his superintendence; the chief and civil engineers, the same in reference to those employed under their direction; and the master workmen not under the constructor, chief or civil engineer, will report in the same manner as to those employed under them.

ARTICLE 32.

Scrutiny of articles passing in and out of the yard.

A prudent scrutiny must be exercised over all articles and packages passing in or out of the yard; and when articles or packages

shall be suspected as improper to be passed, they are to be stopped and examined, and if found to be of improper character to be passed in or out of the yard, are to be detained and reported to the commanding officer.

ARTICLE 33.

Mechanics and others to conform to regulations.

Mechanics and all others will consider it as one condition of their employment that they conform to the established regulations of the yard.

ARTICLE 34.

No smoking allowed in the yard, except.

No smoking will be allowed in the yard, except in the officers' quarters and their enclosures, and the quarters of the ordinary men.

ARTICLE 35.

Entering gates to be closed at sunset.

The entering gates of all yards will be closed at sunset, and no visitors allowed after that time, unless to the officers attached to the yard, or persons on board the vessels alongside the yard.

ARTICLE 36.

No alterations to be made in the equipment of a vessel, except.

No alterations must be made in the arrangements of the hull, the dimensions or arrangements of the masts, spars, boats, or other equipments of any vessel which may be ordered for repair or equipment, without the previous sanction of the department; but if, in the opinion of the commanding officer of the yard, any changes can be made to improve the qualities of a vessel, or increase the accommodation of her crew, he will make timely reports of the same to the proper bureau, with the reasons for recommending the alterations, and an estimate of the probable increase of expense which such alterations would occasion.

ARTICLE 37.

Reference to article 2, section 4, chapter IX, in regard to ships' stores.

When a ship is transferred to the command of the commandant of a yard, at the termination of a cruise, he will be governed in regard to her stores by the provisions of article 2, section 4, chapter IX.

ARTICLE 38.

Two senior officers to be at all times in the yard.

When the commandant, commander, and two lieutenants reside within a navy yard, the yard is never to be left without the presence of two of said officers.

ARTICLE 39.

One officer to be at all times in the yard.

If there are fewer than four of said officers, and not less than two of them residing in the yard, one shall at all times be in the yard.

CHAPTER XLII.

NAVY YARDS.

SECOND IN COMMAND.

ARTICLE 1.

He will perform the duties assigned to him by his commanding officer. During absence of commandant he will take command. Not to alter regulations.

The officer who shall be attached to a navy yard as second in command shall be considered as the executive officer of the yard, and perform such duties as may be assigned to him by the officer appointed to command the yard. During the absence of such commanding officer, by order or upon leave, or whenever unable to perform his duties, the officer next in command shall perform all the duties assigned to the commanding officer of the yard; but he shall not alter any of the regulations established for the yard.

ARTICLE 2.

He will regulate the police and correct abuses.

He shall, under the direction of the commandant, regulate the police of the yard, correct all abuses, and report to him such as are important.

CHAPTER XLIII.

NAVY YARDS.

LIEUTENANTS.

ARTICLE 1.

Responsibility of senior lieutenant.

The senior lieutenant, being responsible in a degree for the good order and discipline of the yard, is to observe a general superintendence over the same; he will correct, as far as is in his power, all irregu-

larities that may come under his notice, and report such as may require further notice to the executive officer.

ARTICLE 2.

Muster of the mechanics and laborers.

He is to be present at the muster of the mechanics and laborers, to see that they answer properly to their names, and repair without noise or delay to their respective places of employment.

ARTICLE 3.

Absence of senior lieutenant.

In the absence of the senior lieutenant, the lieutenant next in rank will attend to the duties prescribed for him.

ARTICLE 4.

Junior lieutenant to do duty of master.

If there should be no master to a navy yard, the junior lieutenant will keep the journal of the yard in the prescribed form.

CHAPTER XLIV.

NAVY YARDS.

NAVAL CONSTRUCTOR.

ARTICLE 1.

Duties of the constructor.

The naval constructor will, under the direction of the commandant of the yard, have the general superintendence of building and repairing vessels, and the direction of all master and other workmen employed, as well as the materials used on the hull, masts, spars, boats, and gun-carriages of ships; and he will submit to the commandant, in writing, the number of persons he may desire to have employed on those objects for his approval; and he shall be present at the muster of the mechanics at least twice in each month.

ARTICLE 2.

He will conform to instructions.

He will conform rigidly to such instructions as he may receive from the commandant of the yard for the building and repairs of ships, and communicate in writing to him any modifications which will be likely to diminish the expense or increase the utility of such works, and any suggestions in the line of his profession or duty which he may consider to be to the interest of the service.

ARTICLE 3.

Discharge of workmen.

He will inform the commandant when there are more persons employed in any department under his superintendence than are required, who will order such discharges as he may deem proper.

ARTICLE 4.

He will prevent waste of timber; returns to be made.

He will take care that proper measures are adopted to prevent any waste in the use of timber or other materials, or the use or conversion of any timber or wood materials or metals, until such account is taken of them as shall secure a correct expenditure; and that daily returns be made to the inspector and measurer of timber of the particular timber or wood materials which may have been used or converted, and to what particular object applied, so that the inspector may at all times be able to furnish the information necessary to make requisitions to cover the expenditure, and to know the particular species or quantity remaining on hand.

ARTICLE 5.

When defects are discovered not previously known.

If, in the course of the repairs of any vessel, defects should be discovered which were not previously known, and which will be likely to materially increase the expense beyond that which had been originally estimated, or delay the work, it shall be his duty to make immediate report of the same to the commanding officer of the yard for further instructions.

ARTICLE 6.

Examination of vessels upon the stocks and in ordinary.

He will carefully and thoroughly examine, at least once a month, all the vessels which may be upon the stocks or in ordinary, to see that they stand securely and true, and that they are as effectually guarded against any change of form, or decay, as circumstances will admit, and make written report to the commandant of the yard upon the subject.

ARTICLE 7.

Defective timber to be considered "refuse timber."

Such timber as from latent defects shall be found unfit for naval purposes shall be considered "refuse timber," and so entered in the

storekeeper's books ; and such, as under similar circumstances, shall be found unfit for any use as navy timber shall be designated "condemned timber;" and both shall be placed in situations appropriated for the reception of each kind, respectively. All "condemned timber" shall be expended as such, and shall be included in the semi-monthly requisitions accordingly, as if expended in any other manner.

ARTICLE 8.

Requisitions.

He shall direct proper requisitions to be made upon the navy store, on the middle and last days of each month, to cover the expenditure of all timber and wood materials which may have been condemned or used during the preceding half month by the different master workmen.

ARTICLE 9.

Returns.

He will see that his clerk furnishes to the commanding officer of the yard, on the first and sixteenth of each month, a return showing the total number of days' work performed during the preceding half month by each class of mechanics and laborers under his superintendence, with a general statement of the labor performed upon each object, according to such form as may be prescribed, that the pay-rolls may be correctly made out by the clerk of the yard.

ARTICLE 10.

Docking a vessel.

In docking a ship he will, under the direction of the commandant, lay the ways and make all needful preparation for receiving the ship, and shall superintend the placing her on the ways, in which he will receive all necessary assistance from the executive and other officers of the yard ; but the moving and hauling of the ship shall be under the direction of the executive officer of the yard.

ARTICLE 11.

Undocking a ship.

When the ship leaves the dock she shall be under the charge of the executive officer of the yard; and if the work on the hull is not finished, the constructor will have superintendence of it until finished.

CHAPTER XLV.

NAVY YARDS.— CONSTRUCTING, OR CIVIL ENGINEER.

ARTICLE 1.

He will act under the direction of the chief of the Bureau of Yards and Docks.

When there shall be a civil engineer or architect employed at any navy yard, he will act under the direction of the commandant and chief of the Bureau of Yards and Docks.

ARTICLE 2.

Objects over which he has superintendence.

The engineer will have the superintendence and charge of the erection and repairs of all buildings in the yard, and of all docks and wharves. He will have the immediate superintendence and direction of the architect, when one is employed at the same yard with the engineer, and of all master and other workmen employed on said works, and will recommend their respective wages, and be responsible for the proper distribution and employment of all materials for said work.

ARTICLE 3.

He will conform to instructions and prepare plans and estimates.

He will conform strictly to the instructions he may receive for executing the work, and will prepare plans and estimates of cost, with bills of materials and schedules for advertisements which may be necessary for such works as may be directed. These plans and estimates of cost must be prepared in duplicate for transmission to the Bureau of Yards and Docks, one of which, when duly approved, will be returned to the commander of the yard for the guidance of the commandant and engineer and the other retained in the bureau.

ARTICLE 4.

Yearly statement to commandant.

He will, at the end of each fiscal year, submit to the commandant a report giving a clear and distinct statement of the condition of the several works of improvement confided to his charge, the original estimate to complete, the amount appropriated for each object, progress made upon each, and the total amount expended during the year, the amount of appropriations unexpended for each, and the additional amount, if any, required to complete such work; and, if more is required than was originally estimated, the reasons must be fully stated.

ARTICLE 5.

He will offer suggestions to the commandant.

He will make such suggestions to the commandant of the yard in relation to orders received, or otherwise in the line of his profession or duty, as he may consider advantageous to the interest of the service.

ARTICLE 6.

Report of laborers required.

He will inform the commandant, in writing, of the number of persons required in the various departments under his control, and when the services of any are no longer required he will report to the commandant the number that may be dispensed with.

ARTICLE 7.

Selection of materials.

The inspection and measurement of all materials and of all works under his charge will be under his supervision and control.

ARTICLE 8.

Certification of bills, reports, &c.

He will examine and certify to the correctness of all bills for materials and supplies for works under his charge; will examine as to the correctness of the pay-roll for labor and sign monthly and semi-monthly reports, in his department, that are required to be made by the commandant of the yard to the Bureau of Yards and Docks.

ARTICLE 9.

Requisition for materials.

All requisitions for materials or articles in his department are to be made by the master workmen employed under his direction, countersigned by him, and sent for approval to the commandant of the yard, who will allow such as he may deem necessary. No articles or materials are to be purchased without previous requisitions, nor any to be used till they are duly inspected, approved, and receipted for.

ARTICLE 10.

Reports of master workmen.

Master workmen under him will report, at the middle and end of each month, the expenditure of materials and labor upon the several objects under their immediate superintendence.

ARTICLE 11.

Responsibility for waste, &c

He will be responsible for all waste or improper use of materials by those under his general superintendence.

ARTICLE 12.

Mechanics, &c., on temporary duty in his department.

He will have the direction of such mechanics and laborers in the yard as may be ordered for temporary duty in his department, charging their service for the particular work for which it was required; and will report any irregularity or misconduct of persons under his direction.

ARTICLE 13.

Account of expenditure on each object.

He will keep an exact account of all materials and labor expended upon each object, and report to the commandant, semi-monthly, the operations on the same, distinguishing the number and classes of the men employed, and the kind and quantities of materials used on each.

ARTICLE 14.

Appropriations not to be exceeded.

He will be careful that the sums expended and the liabilitie incurred shall not exceed the appropriation for any work, to which end he will be furnished by the commandant with copies of appropriations and contracts made, and of orders issued in relation to any of the works under his control; and he will be held responsible for the execution of the works confided to him, according to the plans approved by the bureau, and within the time and amount estimated by him. On failing to do so, he will be required to account satisfactorily therefor.

CHAPTER XLVI.

NAVY YARDS.—CHIEF ENGINEER.

ARTICLE 1.

One shall be attached to each navy yard.

When it can be done with due regard to the other interests of the service, there shall be a chief engineer of the navy attached to each of the navy yards, who shall, under the direction of the commandant

have the superintendence of the construction and repairs of the steam and other machinery.

ARTICLE 2.

Superintendence of workmen in work-shops, foundries, &c.

He shall have the supervision, under the commandant, of the master workmen and men employed in the machine and boiler shops and foundries, and of all the material used in his department, and be responsible for its preservation and proper use.

ARTICLE 3.

Statement of number of persons required in his department.

He will state in writing to the commandant the number of persons required in the various departments under his charge, and when the services of any are no longer necessary, he will inform the commandant of the number that may be dispensed with.

ARTICLE 4.

Duties required of a civil engineer or architect; required of a chief engineer.

The duties required of a civil engineer or architect in Articles 5, 7, 8, 9, 10, 11, 12, 13, and 14 of Chapter XLV, being in every respect analogous to those of a chief engineer, he is hereby required to conform in all respects to the provisions of said articles.

CHAPTER XLVII.

NAVY YARDS.—MASTER WORKMEN.

ARTICLE 1.

Inspection of stores.

The master workmen shall, either alone or with others who may be employed in the navy yard, when they may be directed, inspect stores that may be received into the yard in their respective departments, and certify as to their quality.

ARTICLE 2.

Account of labor performed.

They shall be in the yard at the times of commencing work, and keep in due form an account of the labor performed by each individual in their respective departments, upon different objects, and hand copies of the same, daily, to the clerk of the commanding officer and to the naval constructor, chief engineer, or civil engineer under whom they may be employed, and, if not under their direction, to the clerk of the yard.

ARTICLE 3.

Control of those under them.

They shall have the immediate control of and be vigilant to insure constant diligence from all those who may be employed under their special direction.

ARTICLE 4.

Surveys and conversions of materials.

They shall attend all surveys and conversions of materials in their respective departments, and, if necessary, they may suggest measures for their better preservation.

ARTICLE 5.

Selection and employment of operatives.

They will be allowed the selection of the operatives to be employed in their respective branches of labor, subject to the approval of the chiefs of departments and the sanction of the commandant, and will be held accountable for the proper execution of the work under their charge, and that none but efficient and competent men be employed.

ARTICLE 6.

Account of materials used.

They will hand to the clerk of the naval constructor, chief engineer, or civil engineer daily, an account of all the timber and timber materials which may have been taken for use the preceding day by them, or by their direction.

ARTICLE 7.

No article to be used without their knowledge.

No article whatever is to be taken or used without the knowledge of the proper master workman.

ARTICLE 8.

Personal attendance.

The master workmen must give their regular personal attendance, and are only to be paid, like all other persons who receive daily pay, for the time they actually attend to their duty in the yard, except when special exemptions shall be granted by the approbation of the Navy Department.

ARTICLE 9.

Not to leave the yard without permission.

No master workman, or other person employed in a navy yard, shall leave the yard during working hours without the permission of the commandant or executive officer.

ARTICLE 10.

No person dismissed at one yard to be employed at another, except.

If any mechanic or other person employed in a navy-yard, shall be dismissed for misconduct by proper authority, such person shall not again be employed in any navy-yard, except by direction of the Secretary of the Navy.

CHAPTER XLVIII.

NAVY YARDS.—PAYMASTER.

ARTICLE 1.

He shall have charge of paying and victualling enlisted persons.

The paymaster of a navy yard shall have charge of paying and victualling all enlisted persons belonging to the navy attached to the yard and to vessels in ordinary at the yard, and, if so ordered, of those belonging to receiving vessels, and of such officers as may have their accounts transferred to him.

ARTICLE 2.

He will pay mechanics and laborers.

He shall pay all mechanics and laborers who may be employed under the direction of the commandant, upon pay-rolls, (which shall have been properly made out, certified and approved,) after he shall have satisfied himself of the correctness of the calculations.

ARTICLE 3.

Payments to be made in specie or in funds of equal value.

He will make all payments in specie or in funds which shall be of fully equal value with those which he may receive from the government for public use.

ARTICLE 4.

Requisitions.

He shall make requisitions monthly, under the direction and with the approval of the commanding officer, for such amount of money as may be deemed necessary for the public service in his department.

ARTICLE 5.

Manner in which his accounts shall be kept.

He shall keep distinct accounts of moneys received and expended under the different appropriations, and never apply them to any other objects than those for which they were drawn, except by special written authority from the Secretary of the Navy.

CHAPTER XLIX.

NAVY YARDS.—NAVY STOREKEEPER.

ARTICLE 1.

He shall have charge of all stores and materials.

The navy storekeeper shall take charge of all stores and materials which may be received into the yard for the public service, and be held responsible for the expenditure of the same, conformably to the general instructions of the service or to the special orders of the Navy Department.

ARTICLE 2.

He shall have charge of the keys of all store-rooms, &c.

He will, under the direction of the commanding officer of the yard, have charge of the keys of all store houses and buildings containing articles for which he is responsible.

ARTICLE 3.

Requisitions.

Whenever he may be directed by the commanding officer he shall make requisitions upon navy agents or contractors for all articles which may be wanted, and present the same to him for his approval. Such requisitions must always specify the appropriation, and, when practicable, the particular object for which the articles are required; and separate requisitions must be made under each appropriation for which articles may be wanted.

ARTICLE 4.

He shall not receipt for articles until invoices are furnished.

He shall not give a receipt for any articles delivered in the yard, whether purchased by navy agents or delivered by contractors, until

he shall have been furnished with an invoice or bill stating the particular articles, their cost and the object or appropriation for which they were purchased, nor until they shall have been certified to be of proper quality by the inspecting officers, unless directed by written order of the commanding officer.

ARTICLE 5.

Articles received in the yard shall be entered in his books.

All articles which may be received into the yard for public service, or which may be placed in the storekeeper's charge by the orders of the commanding officer, shall be immediately entered by the storekeeper in his books under the respective appropriations to which they belong.

ARTICLE 6.

No article to be delivered for any other object than that for which it was received, except.

He shall not deliver articles for any other object or appropriation than that for which they were originally received, except by a written order of, or upon a requisition approved by the commanding officer of the yard, which order or requisition he must produce as the authority for such transfer or loan.

ARTICLE 7.

He will issue articles only on written orders or requisitions, except.

He will issue no articles (timber, timber materials and coal excepted) but by the previous written order of, or upon requisitions duly approved by the commanding officer of the yard. These requisitions or orders must specify the appropriation and the object for which the articles are wanted; and when they are to be drawn from an appropriation different from that for which they are wanted it must be distinctly stated on the face of the requisition. Requisitions for timber and coal must be made semi-monthly, to cover the quantities which may have been used, condemned, or transferred during the preceding half month.

ARTICLE 8.

Articles to vessels in commission to be delivered upon requisitions.

He will deliver articles to vessels in commission, upon requisitions when signed by the commanding officer of the vessel, approved by the senior officer present in command of such vessels and by the commanding officer of the yard, taking receipts, as directed in the next following article.

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ARTICLE 9.

He will take receipts.

He will take receipts for all articles delivered, upon the requisitions themselves, and preserve them as vouchers for his expenditures; and also upon invoices prepared in triplicate, one of which he will leave for the use and government of the officer receipting for the same. He shall give credit to the proper objects, and charge himself on his books with all surplus stores that may have been required for any object and returned to him again as not having been wanted.

ARTICLE 10.

Examination of accounts rendered.

He shall examine all accounts rendered for supplies furnished which shall have been duly certified to have passed inspection, and, on being satisfied of their accuracy and the reasonableness of the prices charged, shall receipt the same and send them immediately to the commanding officer for approval; but if he shall believe any article to be overcharged, or shall discover any defect or deficiency, he shall call the attention of the commanding officer to such charge, defect, or deficiency before receipting for the same.

ARTICLE 11.

After survey upon articles from a ship, shall receive them.

After survey shall have been held upon stores returned from a ship he shall receive them on store account, excepting such as shall have been condemned. When articles recommended for repairs are repaired he will credit the vessel with their original value, less the cost of repairs. The articles so received may be issued to other vessels by order of the commandant of the yard, when it can be advantageously done; and these second-handed articles must be entered and expended on separate lines from other articles.

ARTICLE 12.

He will notify commanding officer when stores are nearly expended.

He will notify the commanding officer whenever any article of stores may be so nearly expended as to require replenishing, and when any additional measures may be necessary for the proper preservation of articles in his charge.

ARTICLE 13.

Articles may be used when not of the dimensions, form, or quality specified in requisition, except.

When there are any articles in store which may be used without impairing efficiency, though not of the precise dimensions, form, or

quality named in a requisition upon the navy storekeeper, they are to be supplied in place of those required, to prevent the necessity of open purchases, unless otherwise specially directed by the commandant of the yard.

ARTICLE 14.

He shall have charge of transportation of stores.

He shall be responsible for the shipment of all stores under his charge from the yard at which he is stationed to other places, by such conveyances as may be furnished by the navy agent, and conformably to such orders as he may receive upon the subject. Particular attention must be paid by him to have all the articles thus to be transported delivered by the bills of lading at the *precise place* to which they may have been ordered, and that they are in good shipping order. The price, rate, or amount of freight to be paid must be specifically inserted in all bills of lading, and not left to the phrase, "according to usage."

ARTICLE 15.

Articles sent from the yard.

All articles sent from the navy yard must be accompanied by a bill or invoice stating the particular contents of each package, the cost of the separate articles, and the appropriation to which they belong.

ARTICLE 16.

His books, &c., to be kept as directed by the Navy Department.

He shall keep his books and make his returns in such manner and at such times as may be prescribed by the Navy Department.

CHAPTER L.

NAVY YARDS.—CLERK OF THE YARD.

ARTICLE 1.

His duties.

The clerk of the yard will receive his orders from the commandant or commanding officer in regard to the times and manner of mustering the workmen. He must be present, prepared, and commence the musters precisely at the times prescribed. He will make out semi-monthly pay-rolls, upon which workmen are to be paid, and certify to their correctness, showing the names, classes, number of days, amount of work performed by each, the rate of pay as established by the commandant of the yard, amount due to each, and the whole amount chargeable to each appropriation, with remarks in the margin noting any extra work.

ARTICLE 2.

Copy of semi-monthly pay-roll to be prepared.

A monthly copy or transcript of the semi-monthly pay-roll is to be made by him, and when approved is be forwarded by the commandant to the Bureau of Yards and Docks.

ARTICLE 3.

An officer will keep a duplicate muster-roll.

An officer or other person will be appointed and be present and keep a duplicate check muster-roll when the men are mustered, and compare it with the clerk's list; and if they should not agree, an examination must be immediately made to ascertain the cause and correct the error.

CHAPTER LI.

NAVY YARDS.

MARINES IN NAVY YARDS.

ARTICLE 1.

Detachment subject to orders of commandant of yard.

The marine detachment serving within a navy yard is to be subject to the orders of the cammandant of the yard; but no part of the detachment shall be relieved or withdrawn therefrom except by order of the commandant of the marine corps, approved by the Secretary of the Navy. All such orders shall pass through the commandant of the yard.

ARTICLE 2.

Officer relieving the commanding marine officer to report to commandant of yard.

When a marine officer is ordered to relieve another officer commanding the marines within a navy yard, he shall on his arrival report himself to the commandant of the yard. Marine officers joining a navy yard will report to the commandant and commanding marine officer.

ARTICLE 3.

Commanding officer to post sentinels and report disposition of the force.

The commanding marine officer within a navy yard will cause to be posted such sentinels for the protection of the yard and vessels in

ordinary as may be directed by the commandant of the yard. He will make to the commandant of the yard a daily report of the amount and disposition of the force under his command, specifying by name officers who may have joined in the previous twenty-four hours.

ARTICLE 4.

Countersign.

He will, unless the commandant shall think proper to issue it himself, transmit every morning, in writing, and under seal, to the commandant of the yard, and to such other officers and such only as he may designate, the countersign for the ensuing night.

ARTICLE 5.

During the absence of the commandant of the yard.

In the absence of the commandant of the yard no navy officer temporarily in command shall give orders to a marine officer of superior relative lineal rank; but such navy officer may give to the marine officer of the day any orders in relation to the duties of the guard.

ARTICLE 6.

Police and internal government of the marine barracks.

The police and internal government of the marine barracks and the instruction of the marines within a navy yard shall be under the direction of the commanding marine officer, but must not conflict with the general police regulations of the commandant of the yard.

ARTICLE 7.

Non-commissioned officers may be reduced by commanding marine officer.

Non-commissioned officers serving within a navy yard or garrison may be reduced by the commanding marine officer, he reporting the particulars of the case to the commandant of the corps; and he may promote to fill vacancies, with the sanction of the commandant of the corps.

ARTICLE 8.

Leaves of absence.

Marine officers belonging to a navy yard desiring leave of absence will conform to the general rules of the navy on that subject. The customary liberty to non-commissioned officers, music, and privates may be granted at the discretion of the commanding marine officer.

ARTICLE 9.

Official communications.

All official communications to and from officers and enlisted men of the marine corps serving at navy yards shall be forwarded through their immediate commanding officer; but if such communications affect the commandant of the yard, or relate to any duties of the yard, they shall be forwarded by the commanding marine officer through the commandant of the yard.

ARTICLE 10.

Deficiencies in the complements of marines in vessels may be supplied.

Deficiencies in the complements of marines in vessels on the eve of sailing may, by order of the commandant of the yard, be supplied by the commanding marine officer, and the circumstances of the case reported without delay to the commandant of the corps by the commanding officer of marines, and by the commandant of the navy yard to the Navy Department.

ARTICLE 11.

Offences by marines on post.

All offences or neglects which may be committed by marines as sentinels, or in violation of orders given by the commandant of the yard, must be reported to him. Other offences which may be committed by marines, either in barrack enclosures or elsewhere, may be punished by the commanding marine officer, as by law allowed, or be reported to the commandant of the marine corps.

ARTICLE 12.

They will conform to regulations.

Marines, when stationed at or employed within a navy yard, are to conform to all regulations which may be issued by the commandant thereof for its government and security.

ARTICLE 13.

Interior police and government of marines in barracks.

The interior police and government of marines when in barracks within or without a navy yard, and their military instruction, shall be under the immediate direction of the commanding marine officer.

ARTICLE 14.

Reviews and exercises.

The exercises and formation of marines at parades, reviews, inspections, escorts, guard mountings and funerals, challenges of persons, police and regulations for camp and garrison duties, and salutes, will be the same as those established, or which hereafter may be established for the army.

ARTICLE 15.

Transfer of marines from one station to another.

Where marines are transferred from one station to another it shall be the duty of the officer transferring them to forward their returns forthwith to the officer to whom they are transferred.

ARTICLE 16.

Officers to assist in preparing rolls.

It is the duty of officers serving with detachments to assist their commander in making out rolls, reports, and returns; keeping the books of the detachment, attending to issues, and to everything connected with the welfare of the command. And the commander will see that their assistance is rendered.

ARTICLE 17.

Officer of the day. Inspection of meals.

The officer of the day will inspect the provisions daily issued to the troops, and if not of good quality, will report the same to the commanding officer. He will also inspect the different meals, to see that the rations are properly cooked and served.

ARTICLE 18.

Marines in garrison to wear prescribed uniform.

Officers and soldiers in garrison will wear the prescribed uniform of the corps.

ARTICLE 19.

Apprehension of a deserter.

When a deserter is apprehended, or surrenders himself, the officer in whose charge he is will immediately report the same to the headquarters of the corps, and to the commanding officer of the station or detachment from whence he deserted.

ARTICLE 20.

Maintenance at Naval Asylum.

A non-commissioned officer, private, or musician of the marine corps, who has served for twenty years or more with honorable discharge at the termination of each enlistment, and produces a certificate from a surgeon of the navy that he is unable to gain his support by labor, shall be entitled to the privileges of the Naval Asylum for the remainder of his life; provided, his conduct conforms to the regulations of that establishment; or he may receive an allowance of —— dollars per month in lieu of such provision, holding himself in readiness to perform such service as the Navy Department may require of him; provided, that when he receives pay for such services the allowance of —— dollars shall cease during the time that he receives such pay.

CHAPTER LII.

NAVY AGENT.

ARTICLE 1.

He will purchase articles not furnished by contract.

Supplies for the navy not furnished by contract are to be purchased by the navy agent, when directed by the Navy Department, or upon requisitions approved by the commanding officer of the navy yard; or, if there be no navy yard at the place where he is directed to reside, then upon requisitions approved by the senior officer in command upon the station.

ARTICLE 2.

He shall make purchases and engagements.

He shall make purchases and engagements for the naval service upon the most advantageous terms, under such directions as the department may adopt, and at prices agreed upon before the articles are ordered, or the agreements are signed or become obligatory, and shall certify the same on such bills or agreements; and shall require that all articles supplied through him shall be of the best quality, be deliverable in good order, and, when sent to a navy yard or vessel, that they be accompanied by proper bills, showing their number or quantity and their price, and the appropriation and object for which they were procured.

ARTICLE 3.

To have no private interest in articles purchased.

He shall have no private interest, directly or indirectly, in the supply of any article which it may be his duty to procure for the navy.

ARTICLE 4.

To make no sales or purchases, except.

He is to make no sale of articles belonging to the United States, nor any purchases, nor incur any public expense, without the sanction of the senior officer upon the station, the commanding officer of the navy yard, or the Navy Department.

ARTICLE 5.

To pay no bills without approval and certificate, except.

He shall pay no bills for articles furnished, or services rendered to navy yards or vessels under the control of the commanding officer of the yard, without the previous approval of that officer; nor any bill for articles furnished, or services rendered directly to vessels in commission without the certificate of the commander of the vessel and the approval of the senior officer in command of the station, unless sanctioned by the Navy Department.

ARTICLE 6.

Not to pay bills under one appropriation out of money belonging to another, except.

He is not to pay bills or requisitions under one appropriation from any money belonging to another appropriation, without the express sanction of the Secretary of the Navy; and whenever money shall be so transferred, he shall note it particularly in his next return.

ARTICLE 7.

Requisitions.

His requisitions upon the department for money must be made under the specific heads of appropriation, and must be accompanied by triplicates of the bills or requisitions for the payment of which they are intended.

ARTICLE 8.

Charter parties, bills of lading, &c.

If he shall send articles from one place to another for the navy, particular attention must be paid to make them deliverable by the

charter party, bill of lading, or other agreement, at the precise place where they may be specially required, and a particular rate of freight be inserted, and not left "according to usage."

ARTICLE 9.

He will make monthly returns.

He must make monthly returns to the Navy Department of all moneys received, expended and remaining on hand under each appropriation, in such form as may be prescribed. These returns must be made within ten days after the expiration of each month.

CHAPTER LIII.

CONVOYS.

ARTICLE 1.

Written directions and signals to be prepared.

The commanding officer of a vessel who shall be appointed to convoy the trade of the United States shall give the necessary printed and written directions and signals to the master of each vessel which is to sail under his protection.

ARTICLE 2.

List of vessels under convoy.

He shall take a list of the vessels under his convoy, specifying their names and descriptions, the places where bound and to which they belong, the names of their masters, their owners or supercargoes, if any, and transmit a copy of the same to the Secretary of the Navy, with the date of their joining the convoy.

ARTICLE 3.

Contraband articles.

Before he shall take under his convoy any vessel bound to a belligerent port he shall require satisfactory proof that there are no articles on board such vessel of a contraband nature; and without such satisfactory evidence he shall not be bound to take such vessel under his convoy, or to give her any protection against the other belligerent nation, unless specially directed.

ARTICLE 4.

Vigilance in defending from attack or surprise.

Every officer charged with a convoy must be very vigilant in defending it from attack or surprise, and must never weaken the con-

voying force by detaching a part in chase beyond signal distance, nor must he separate from the convoy, unless such separation shall be the best means of preserving a convoy from an enemy.

ARTICLE 5.

Separation to be prevented.

He shall adopt all possible measures to prevent the separation of the convoy, and may direct such vessels to repeat his signals as he may deem proper.

ARTICLE 6.

Different convoys sailing at the same time.

When different convoys shall sail at the same time, or shall meet at sea, they shall sail together so long as their course shall be in the same direction; but the different convoys shall be kept as distinct from each other as circumstances will allow.

ARTICLE 7.

Delinquent vessels to be reported.

He will make report to the Secretary of the Navy of the name of any vessel, and of the master, who shall disobey the instructions or signals for the convoy, or leave the convoy without permission, or otherwise misbehave, stating the particulars of his misconduct, so that insurance offices may be informed of the same.

ARTICLE 8.

Masters disobeying orders to be refused further protection.

Whenever the master of any vessel under convoy shall wilfully or repeatedly neglect or refuse to conform to the instructions or signals of the commanding officer of the convoying force, the said commanding officer may refuse him any further protection, and be released from any further responsibility for the safety of the vessel.

CHAPTER LIV.

PRIZES AND PRIZE-MONEY.

ARTICLE 1.

Captor to preserve all papers, books, &c. relating to prize, and transmit them to the judge of the district court where such prize may arrive.

The commanding officer of every ship or vessel of the United States, who shall capture or seize upon any vessel, or any goods, wares or merchandise, as prize, shall carefully preserve all the papers, books,

and other writings found with the same, or which may come into his possession, relating to the same, and transmit the whole (signals and signification of signals excepted) unmutilated, undefaced, or otherwise changed by him, to the judge of the district court in which such captured vessel or other prize property may arrive, on pain of suffering such punishment as a general court-martial may adjudge.

ARTICLE 2.

List of officers and crew of a vessel making a prize to be transmitted to Navy Department.

The commanding officer of every ship or vessel of the United States making a capture of any kind whatever shall transmit, as early as practicable, to the Navy Department, and to the person appointed to receive and pay the prize-money, complete lists of the officers and crew and others on board their vessel at the time entitled to a share of the capture, setting forth the rank, quality and rating of each person at the time of the capture, and the class in which they are entitled to receive prize-money, certified by himself and the paymaster of the vessel, on pain of being punished at the discretion of a general court-martial.

ARTICLE 3.

Nothing to be taken out of a prize, but every thing in her is to be brought in.

No person in the navy shall take out of a prize or vessel seized as prize any money, plate, goods, or any part of her cargo or rigging, unless it be for the better preservation thereof, or necessary for the use of any of the vessels of the United States, or under instructions from the Navy Department, before the same shall be adjudged lawful prize by a competent court; but the whole, without fraud, concealment, or embezzlement, shall be brought in and judgment passed thereon, upon pain of every person offending herein forfeiting his share of the capture, and of suffering such further punishment as a general court-martial shall impose.

ARTICLE 4.

Ill treatment of prisoners of war forbidden.

No person in the navy shall strip of their clothes, or pillage, or in any manner treat with cruelty or unnecessary severity any person or persons found on board a prize or captured vessel, on pain of dismission from the service, or such other punishment as a general court-martial shall adjudge.

ARTICLE 5.

Net proceeds of captured men-of-war, privateers and pirates, belong to captors; those of all other vessels to be equally divided between navy pension fund and captors.

The net proceeds of all ships and vessels of war, privateers and pirates, and the goods, wares, or merchandise found on board of them

ARTICLE 10.

When the commander of a vessel shall be deemed under the command of a flag-officer.

The commanding officer of a vessel shall be deemed to be under the command of a flag-officer, or commander of a fleet or squadron, when he shall have actually been placed or taken under his command, and shall have actually received some order directly from, or be acting in execution of some order issued by such officer; and when he shall be directed to join and report to any such commander of a fleet or squadron he shall then be deemed to be under the orders of such commander from the time that he arrives within the limits of such officer's station, and shall be considered under the command of the commander of such fleet or squadron until such commander of a vessel shall have received some order directly from, or be acting in execution of some order directly from, some other commander of a fleet or squadron, or from the Secretary of the Navy.

ARTICLE 11.

Rights of flag-officers to share in prize-money.

A flag-officer, or other officer sent to command any station, shall have a right to share, as commander-in-chief, in all prizes taken by ships or vessels employed upon or belonging to the station from the time that he arrives within the limits of such station; but if a junior officer be sent to relieve a senior as commander-in-chief, he shall not be entitled to share, as commander-in-chief, in any prize taken by the squadron until the command shall be resigned to him, but shall share only as a junior commander of a squadron until he assumes the command.

ARTICLE 12.

A flag-officer passing through the station of another flag-officer shall not be entitled to share as such in a prize taken out of his station.

A flag-officer, or other officer appointed to command a squadron upon any station, and passing through or into any other station, shall not be entitled to share, as a commander of a squadron, in any prize taken out of the limits of the station to which he belongs or is appointed, by any vessel under the command of the commander of a squadron on any other station, or under orders direct from the Secretary of the Navy.

ARTICLE 13.

When an inferior in command of a squadron is sent to reinforce a superior, such superior shall not share in the prizes of the inferior until—share of the inferior.

When an inferior officer in command of any squadron shall be sent to reinforce a superior officer in command upon any station, the supe-

rior shall have no right to any share of prizes taken by the inferior until such inferior shall arrive within the limits of the station, or shall actually receive some order from him, or be actually in execution of some order issued by him; and such inferior shall be entitled to his proportion of all captures made by the squadron to which he is sent to reinforce from the time that he shall arrive within the limits of the command of such superior.

ARTICLE 14.

Share of prizes of a commander-in-chief absent from his station.

A commander-in-chief of a fleet or squadron quitting his station for any reason except upon some particular urgent service, with the intention of returning to such station as soon as such service is performed, shall have no share of prizes taken by ships or vessels left behind after he shall have surrendered the command to another officer appointed commander-in-chief of such station, or after he shall have passed the limits of his command, without being superseded.

ARTICLE 15.

An inferior commander of a squadron absent from his station, unless under orders, will not share in prizes of remaining vessels; nor the commander-in-chief in the prizes of such inferior absent from his station.

An inferior commander of a squadron quitting his station, except when detached by orders from the commander-in-chief, out of the limits thereof, upon a special service, with orders to return to such station as soon as such service is performed, shall have no share in any of the prizes taken by the vessels remaining on the station after he shall have passed the limits thereof; and, in like manner, the commander-in-chief, or commander of squadrons remaining on the station, shall have no share of prizes taken by such inferior commander of a squadron, or by the vessels under his command, after he shall have quitted the limits of his station, except when detached as aforesaid.

ARTICLE 16.

How prizes shall be shared when vessels belonging to different fleets are joint captors.

When vessels under the orders of commanders of fleets or squadrons belonging to different stations shall happen to be joint captors, the commanding officer of each vessel shall pay one-third of the share to which he is entitled to the commander of the fleet or squadron to which he belongs; but the commanding officers of vessels acting under orders direct from the Secretary of the Navy, being joint captors with vessels under the command of a commander of a fleet or squadron, shall retain their whole share.

ARTICLE 17.

Share of an officer sent to command a port or station.

If an officer of the navy shall be sent to command at any port or station on the coast of the United States he shall have no share of the prizes as commander of a fleet or squadron which may be taken by any vessels, excepting such as shall have been expressly directed to act under his orders by the Secretary of the Navy, and only those captures made within the limits of his station.

ARTICLE 18.

Share of a flag-officer with no other flag-officer under his command.

A flag-officer being the commander-in-chief of a fleet or squadron, and having no other flag-officer or commander of a squadron under his command, shall have to his own use the one-twentieth of the net proceeds of prizes taken by vessels under his command, as herein provided for and limited.

ARTICLE 19.

Division of the one-twentieth set apart for commanders of fleets, &c., in certain cases.

When there shall be commanders of squadrons or divisions duly appointed by the Secretary of the Navy, or in conformity with the regulations of the navy, acting under a commander-in-chief of a fleet or squadron, the one-twentieth of the net proceeds of prizes taken by any vessels of the fleet or squadron, which is set apart for the commanders of fleets and squadrons, shall be divided as follows: If there be but two officers to share, including the commander-in-chief, the commander-in-chief shall have two-third parts, and the junior one-third part; but if the number of such officers who may be entitled to share shall be more than two, then the commander-in-chief shall have one-half, and the other half shall be equally divided among the said juniors.

ARTICLE 20.

Share of the captain of the fleet.

The captain of the fleet shall, while actually serving as such, be considered as a junior commander of a squadron in the distribution of all prizes made by the fleet or squadron to which he belongs; but he shall be entitled to only two-thirds of the share of such junior commander of a squadron, to be taken from the share of the flag-officers or commanders of squadrons.

ARTICLE 21.

Money accruing to United States to remain forever a fund for the payment of pensions, and further provision to such as may merit it.

All money accruing, or which has already accrued, to the United States from the sale of prizes, shall be, and remain forever, a fund for

the payment of pensions and half-pay, should the same be hereafter granted, to the officers, seamen, and marines who may be entitled to receive the same: and if the said fund shall be insufficient for the purpose, the public faith is hereby pledged to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of the disabled officers, seamen, marines, and for such as, though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country.

ARTICLE 22.

In case of difficulty in the distribution of prize-money, to be referred to the President of the United States.

In case any difficulty should arise in the distribution of prize-money, or money to be distributed as such, not sufficiently provided for in this act, the same shall be referred to the President of the United States, for his direction thereupon, which shall be final, and have the same force and effect as if herein inserted.

CHAPTER LV.

ARRESTS, COURTS-MARTIAL, AND COURTS OF INQUIRY.

ARTICLE 1.

A superior may suspend his inferior.

In cases requiring immediate decision, any superior may *suspend* his inferior, and require him to confine himself within such limits as may be assigned, until further directions shall be received from the officer in command of the vessel, or of the squadron, or of the station, or of the Secretary of the Navy, as the case may require.

ARTICLE 2.

Authority to arrest an officer.

No officer is to be placed under *arrest* without authority from the Secretary of the Navy or the commander-in-chief of a fleet or squadron upon a foreign station, or on stations in the United States where the commanding officer is authorized to convene a court-martial.

ARTICLE 3.

In making complaints or explanations officers are to confine themselves to facts.

Officers who make complaints against other officers, or who may forward complaints against other officers, or who may forward explana-

tions, are to confine themselves to the facts connected with the case, and are not to express opinions of the conduct or motives of the parties, or to use any abusive epithet or other improper language in their communications.

ARTICLE 4.

Suspension from duty; superior officer shall call for explanation, &c.

When an officer shall be suspended from duty and reported to a superior officer, the superior officer will call upon the officer so suspended for such explanation as he may choose to furnish in relation to the offence with which he may be charged, and for a list of persons whom he may wish to have questioned in support of his explanation; and the superior officer aforesaid may institute general inquiry into the facts and circumstances for the purpose of regulating his further proceedings.

ARTICLE 5.

If offence is not of a character to require a court-martial, officer shall be restored to duty.

If, after such investigation, the officer ordering the same shall not deem the offence of a character sufficiently serious to require a court-martial, the officer against whom the complaint has been made shall be restored to duty.

ARTICLE 6.

If an offence is of a nature to require a court-martial, the superior officer shall report to the Secretary of the Navy.

If, on the contrary, after an investigation has been made, the officer ordering the same should consider the offence sufficiently important for investigation by a court-martial, he shall transmit to the Secretary of the Navy, or to the commander of the squadron, as the case may require, a particular statement of the offences with which the officer is charged, embracing the dates, places, and all other facts which may be necessary to enable the proper officer to judge of the expediency of ordering a court-martial, and to frame charges and specifications if a court should be ordered; and he should also forward with such statement the explanation of the party accused, with a list of the witnesses proposed, stating where they are to be found, and a brief statement of the information given by the different persons at the previous investigation. In such cases the officer complained of may be continued under suspension until the Secretary of the Navy or other properly authorized officer shall have directed whether or not he shall be arrested and brought to trial.

ARTICLE 7.

When a court-martial is ordered on an officer, charges and specifications are to be prepared, and a copy delivered to the accused.

If the Secretary of the Navy, or other person authorized by law, shall decide to order a court-martial upon an officer, he will cause such charges and specifications to be prepared as he may consider

proper, and will transmit the same, with an order for the arrest of the accused, to the proper officer, and will cause a copy of the charges and specifications to be delivered to the accused, with the order for his arrest, so that he may have due notice to prepare for trial.

ARTICLE 8.

Officer empowered to convene a court may dismiss complaint, or order a court-martial.

The officer empowered to convene a court-martial will exercise his discretion either to dismiss the complaint against an officer or order a court. But if he shall be of opinion that the complaint is well founded, and the offence be such as to affect seriously the discipline or character of the service, he must bring the offender to trial.

ARTICLE 9.

He may direct what shall be embodied or omitted in the charges.

If he shall decide to order a court, he may direct what portions of the complaint shall be embodied or omitted in the charges and specifications preferred.

ARTICLE 10.

The letter to the president or judge advocate to try charges to be filed.

The letter from the officer who transmits the charges and specifications to the president or judge advocate of the court, or a properly authenticated copy of the same, shall in all cases be filed with the charges as a part of the records of the court.

ARTICLE 11.

On release from suspension or arrest, reasons to be given, and accused furnished with a copy.—Further proceedings foreclosed when accused is discharged at his own request.

If, from any emergency of the service or other cause, an officer be released from suspension or arrest by the proper authority, the reasons shall be assigned in writing, and the accused furnished with a copy, and the officer so released will return to duty; which release, however, shall not prejudice the case in future either on the part of the government or the accused. But when an accused person shall, at his request, or with his approbation, be fully discharged from suspension or arrest by competent authority, such discharge shall foreclose forever further proceedings in the case, under the laws for the government of the navy.

ARTICLE 12.

Offences shall not be accumulated; offence not to be revived when offender has been once reprimanded, except.

Offences shall not be allowed to accumulate, so as to form collectively sufficient matter for prosecution, without giving due notice

to the offender, and any offence for which an offender has been reprimanded shall not be revived and subsequently investigated, except when it may be indispensable to prove a particular habit charged.

ARTICLE 13.

Offences of a different character not to be embraced in the same charge.

In making out charges, offences of different character shall not be embraced in the same charge, but a separate charge shall be made for each offence.

ARTICLE 14.

Proceedings after a court-martial is convened.

When a court-martial shall be assembled in conformity to order, the person to be brought before it for trial shall be introduced. The precept for convening the court and the appointment or warrant of the judge advocate shall then be read by the judge advocate, in the presence of the accused; the accused shall then be asked by the judge advocate if he objects to any member of the court, or to the court proceeding to his trial, and if he answers in the negative the oaths prescribed by law will then be administered in the presence of the accused; if, however, the accused shall make any objection, such objection shall be considered, decided upon, and recorded, before the court is sworn.

ARTICLE 15.

Proceedings after the court is sworn.

The court having been duly sworn, and that fact noted on the minutes, the charges and specifications against the accused shall be read by the judge advocate, and the accused shall then be asked by him if he pleads guilty or not guilty to the charges. If he pleads guilty, the court shall warn him of the consequences, and he may then withdraw his plea; but if he repeats his plea of guilty, it shall be recorded, and the court may proceed to investigate, or at once to deliberate and determine upon the sentence. If he pleads not guilty, or stands mute, the court shall proceed to examine the testimony in the case. The record of the court must state distinctly that these questions were put, and the answers, if any, which may be given.

ARTICLE 16.

Oath to witnesses.

The following oath shall be administered to witnesses before courts-martial and courts of inquiry:

"You do solemnly swear (or affirm, as the case may be,) that the evidence you shall give in the case now before this court shall be the

truth, the whole truth, and nothing but the truth, and that you will state everything within your knowledge and recollection in relation to the charges, so help you God."

ARTICLE 17.

If the president of a court is sworn as a witness.

If it shall be necessary to swear the president of a court-martial or of a court of inquiry as a witness, the prescribed oath shall be administered by the member next in rank.

ARTICLE 18.

Duties of the president of a court-martial or court of inquiry.

The president of a court-martial or of a court of inquiry shall be empowered to preserve order, to decide upon matters relating to the routine of business, and to adjourn the court from day to day at and to such hours as in his judgment will be most convenient and proper for the transaction of the business before it; but should an adjournment be announced by the president to which a member might have some reason for objecting, he may ask leave to present such objection, which thereupon may be submitted for decision to the court.

ARTICLE 19.

List of witnesses and statement of facts to be proved to be laid before the court.

It shall be the duty of the judge advocate to lay before the court a list of the witnesses which it may be intended to produce, with a general statement of the facts expected to be proved by each. He shall then, under the direction and control of the court, proceed to examine the witnesses which have been summoned on the part of the United States to support the charge or charges.

ARTICLE 20.

Cross-examination of a witness.

The examination of a witness having been closed on the part of the United States, he may be cross-examined by the accused; and when the cross-examination shall be closed the court will then ask or allow any further questions which it may deem necessary.

ARTICLE 21.

Examination of a witness on the part of the accused.

When the witnesses on the part of the United States shall have been examined, the witnesses on the part of the accused shall then be examined by the accused, or in his behalf, and afterwards cross-

examined and examined by the court in the same manner as those who had been called on the part of the United States. Further examination of witnesses may then be continued, if the court, or the accused, with the assent of the court, shall desire it. When the examination of a witness shall be closed the whole of his testimony shall be read over to him, that he may then correct errors, if any shall have been made.

ARTICLE 22.

Questions to witnesses to be in writing; in case of objection to a question.

Questions to be propounded to a witness shall be reduced to writing; and should any objection be made to any proposed question, or to the reception of any testimony, the court shall proceed at once to determine upon the same; and if they shall decide that such question shall not be put or against the reception of such testimony, the question or matter rejected shall be entered on the minutes of the court, or not, as it may decide.

ARTICLE 23.

Proceedings in case of the absence of a member of a court.

If a member of a court-martial shall, from any legal cause, fail to attend after the commencement of a case, and witnesses shall be examined during his absence, the court must, when he is ready to resume his seat, cause every person who may have been examined in his absence to be called into court, and the recorded testimony of each witness must be read over to him, and such witness must acknowledge the same to be correct, and be subject to such further examination as the said member may require; and without a compliance with this rule, and an entry of it upon the record, a member who shall have been absent during the examination of a witness shall not be allowed to sit again in that particular case.

ARTICLE 24.

Defence of the accused.

The examination of the witnesses being closed, the accused shall be at liberty to make his defence, in writing, against the charges and specifications, which defence he shall submit to the court for their inspection before it is publicly read, and if, in the opinion of the court, it shall contain anything disrespectful, they may prevent that part from being read; but it shall be filed with the proceedings, if the accused desire it, and he will be held responsible for the same.

ARTICLE 25.

Vote of the members upon each specification.

After the defence shall have been read, the court shall be cleared, and the members shall proceed to consider the testimony and the defence of the accused. When they shall have sufficiently examined

and considered the same, the question shall be put upon each specification of each charge by the judge advocate, beginning with the first, whether it is "proved," or "not proved," or "proved in part," the junior member voting first, and the rest in the inverse order of their rank—each member writing "proved," "not proved," or "proved in part," and, if in part, what part, over his signature; and each shall hand his vote to the judge advocate, who shall, when he has received all, read them aloud; and the court shall deliberate and consider until a majority shall agree on a finding, which shall then be recorded.

ARTICLE 26.

Vote upon the guilt of the accused on each charge.

When the members shall have thus voted upon all the specifications of any charge, the question shall then be put upon the charge, to each member, "is the accused guilty of this charge?" "guilty in a less degree than charged?" or "not guilty?" and then the members, in the order as above stated, shall write "guilty," "not guilty," or "guilty in a less degree than charged," and in what degree, over their signatures, and hand them to the judge advocate, who shall, after receiving all the votes, read them aloud, and record the general result. When the decision in one charge shall be completed, the court will then proceed to the next charge and specifications, until votes shall have been taken and recorded, as above directed, upon all the charges and specifications.

ARTICLE 27.

Vote upon the punishment to be inflicted.

When the court shall have voted upon all the charges, if the accused shall have been found guilty, or guilty in a less degree than charged, upon any one of them, by the number of members which the law may require in in the particular case, they shall next proceed to vote upon the punishment to be inflicted. In this case each member shall, in the order before directed, write down and subscribe the measure of punishment which he may think the accused ought to receive, and hand it to the judge advocate, who shall, after receiving all the votes, read them aloud.

ARTICLE 28.

Proceedings in case a majority shall not agree as to the punishment to be inflicted.

If the requisite majority shall not have agreed on the nature and degree of the punishment to be inflicted, the judge advocate shall proceed in the following manner to ascertain which of the different votes will obtain the assent of the requisite number of the members: He shall begin with the mildest punishment which shall have been proposed, and, after reading it aloud, shall ask the members, in the order herein before prescribed, "shall this be the sentence of the court?"

and every member shall vote, and the judge advocate shall note the votes. In case the proper number shall not vote in favor of the punishment proposed on the first vote, he shall then take the next lowest proposed punishment, and proceed to take a vote as before directed, and shall thus proceed until a proper majority shall be obtained for some sentence, either proposed at first or subsequently.

ARTICLE 29.

Sentence of suspension must state from rank or from duty, &c.

Sentences to suspension must state distinctly whether from rank or from duty only, and for what time; whether the pay is to be suspended, and if so, how long.

ARTICLE 30.

Proceedings in each separate trial to be signed.

The sentence having been recorded, the proceedings in each separate trial shall be signed immediately under the sentence by all the members present, and by the judge advocate.

ARTICLE 31.

Any member may move a recommendation to clemency.

Any member may, after the sentence is pronounced, move for a recommendation of the accused to the clemency of revising power; and such recommendation, with the reason therefor, shall be entered immediately after the sentence and signatures of the court, and shall be signed by the members concurring in it.

ARTICLE 32.

Counsel may be allowed to the accused.

The court may allow counsel to the accused for the purpose of aiding in his defence, but always under the restriction that all motions or communications shall be made in writing, and in the name of the accused.

ARTICLE 33.

Proceedings to be authenticated, if the number of members necessary to constitute a court shall not assemble on the day to which adjourned.

If, from any cause, after a court shall be organized, so many members as the law required to constitute a court shall not assemble upon any day to which the court may stand adjourned, and the court, by that fact, should be dissolved, the proceedings and the fact of the dissolution of the court must, nevertheless, be authenticated by the

signatures of the members who may be present, and of the judge advocate, and transmitted by the senior member to the officer by whom the precept was issued, that such further measures may be directed as circumstances shall require.

ARTICLE 34.

Sentences, how communicated.

The sentences of all courts martial which shall be approved on a foreign station will be communicated in a general order to the commander of each vessel in the squadron that they may be made public; and when approved in the United States, they shall in the same manner and for the same purpose be communicated to the commander of each vessel or station in the United States.

ARTICLE 35.

Irregularity or informality to be made known in general orders.

Should the proceedings of a court martial be disapproved for any informality or irregularity of the court, the particular irregularity or informality will be made known in general orders, so as to prevent if possible a recurrence of similar irregularities.

ARTICLE 36.

No person to be tried for offences committed three years before order for such trial, except.

No person in the navy shall be liable to be tried and punished by a court martial for any offence which shall appear to have been committed more than three years before the issuing of the order for such trial, unless the person by reason of having absented himself, or some other manifest impediment, shall not have been amenable to justice within that time.

ARTICLE 37.

An officer dismissed from the navy shall return his commissions and warrants.

When an officer shall be dismissed from the navy by sentence of a court martial, or in any other manner, he shall be required to return all commissions or warrants that he may have received, to be deposited in the Navy Department.

ARTICLE 38.

A provost marshal to be appointed.

A provost marshal may be appointed by the president of the court to attend a court martial.

ARTICLE 39.

Duties of the provost marshal.

It shall be the duty of the provost marshal to take charge of and be accountable to the court for the appearance of the person on trial, and to act otherwise as the officer of the court.

ARTICLE 40.

Who shall be appointed provost marshal.

For the trial of a commission or warrant officer, an officer of the navy or marine corps may be appointed provost marshal; for a petty officer or person of inferior rating, a non-commissioned officer of marines.

ARTICLE 41.

Defence must not be published.

The defence made by an officer before a court-martial or a court of inquiry, being a part of the official record, and the trial not being complete until the finding or sentence has been passed upon by the revising power, it is strictly forbidden to any officer who shall be tried by either court to publish, or cause or permit to be published, his defence, in whole or in part, until final action has been had in his case, on pain of such punishment as a court-martial shall adjudge.

ARTICLE 42.

Marine officers to serve on courts-martial on members of said corps.

In detailing members for a court-martial, court of inquiry, or summary court-martial, before which an officer or other person belonging to the marine corps is to appear for trial, the officer ordering the court shall (if the interests of the public service will admit) place one or more marine officers on said court.

ARTICLE 43.

Officers are to serve on trials of officers of their respective departments.

In detailing members for a court-martial, or court of inquiry, before which a medical officer, a paymaster, or an engineer is to appear for trial, the officer ordering the court shall (if the interests of the public service will admit) place one officer, or more, of the same corps as the person to be tried on said court.

CHAPTER LVI.

SUMMARY COURTS MARTIAL.—FORMS AND RULES OF EVIDENCE.

ARTICLE 1.

Same forms and rules of evidence as general courts martial.

Summary courts martial will adopt the same forms of proceeding and rules of evidence as naval general courts martial, so far as they shall be applicable and not inconsistent with the conciseness and precision enjoined in Article 10, Section 4, Chapter LVI, nor with the provisions of this chapter.

ARTICLE 2.

Form of convening a summary court.

The form of convening a summary court martial will be by a brief written order addressed by the commander of the vessel to the senior member of the court, stating the names and rank of the members of the court, and of the recorder, and the time and place of meeting; and by written or verbal orders to the other members of the court, and the recorder. The written order to the senior member will be appended to the record of the proceedings.

ARTICLE 3.

Administration of the oath to members and recorder to be stated in the record.

The record will state that the oath prescribed in Article 3, Section 4, Chapter LVI, was duly administered to each member and to the recorder, in the presence of the accused.

ARTICLE 4.

When objection is made by the accused to a member of the court.

If objection is made by the accused to any member of the court it will be so stated in the record of proceedings, and made known, if the court think fit, to the commander of the vessel, who will, at his discretion, order another member of the court or continue the member objected to.

ARTICLE 5.

Specification of charges to be furnished to accused before trial.

The accused shall be furnished before trial with a written specification of the offence or offences for which he is to be tried. The specification shall be as brief as practicable, without unnecessary repetition or circumlocution, or accumulation of epithets, but explicit; and all

offences or misconduct committed at any one time by the same individual and intended to be charged against him shall be comprised in the same specification, which shall be approved before trial by the officer ordering the court, and a duplicate of it be annexed to th record.

ARTICLE 6.

The accused need not plead guilty or not guilty. Testimony that may be received.

The accused shall not be required to plead guilty or not guilty to the specification; but if a plea of guilty be made the court may, at its discretion, admit testimony as to the character of the offender or in extenuation of the offence. And, in any case, the court may find the accused guilty of the whole or any part of the misconduct charged, according to the evidence, and adjudge punishment for so much as shall be found proved.

ARTICLE 7.

Witnesses, how summoned.

Witnesses shall be summoned by the recorder through the executive officer of the vessel, and the summons shall be obeyed, unless disapproved by the commanding officer for some reason to be stated in the record.

ARTICLE 8.

Counsel may be allowed to the accused.

The court, if requested by the accused, may allow a commission, warrant, or petty officer, to appear as counsel and cross-examine witnesses in his behalf; but no written defence or argument, nor any protracted oral defence or argument shall be admitted. Nor shall any testimony not clearly relevant be admitted, nor any documentary evidence be read to the court or appended to the record.

ARTICLE 9.

When more than one case is tried.

If more than one case be tried by the same court, the record of each case shall be separate; the order for convening the court shall be appended to the record of the first case, and be referred to in each subsequent record, so as to show that the proceedings of the court are continuous. And in each case the prescribed oath shall be administered anew to the members and the recorder of the court.

AN ACT for the better government of the navy.

SECTION 1.

ARTICLE 1.

Examplary conduct incumbent on commanders.

The commanders of all fleets, squadrons, navy yards, or vessels belonging to the navy are strictly enjoined and required to show in themselves a good example of virtue, honor, patriotism, and subordination; to be vigilant in inspecting the conduct of all who may be placed under their command; to guard against and suppress all dissolute and immoral practices, and to correct all who may be guilty of them, according to the laws for the government of the navy, upon pain of such punishment as a general court-martial may think proper to inflict.

ARTICLE 2.

Divine service on Sunday.

The commanders of vessels and navy yards to which chaplains shall be attached shall have divine service performed on Sunday, whenever the weather and other circumstances will allow it to be done; and they shall cause as many of the officers and men to attend as can be spared from other duty.

ARTICLE 3.

Punishment for certain scandalous offences.

If any officer in the navy shall be guilty of cruelty or oppression, or of gambling, drunkenness, profane swearing, or any other scandalous or dishonorable conduct unbecoming an officer, not otherwise provided for in this act, he shall, on conviction thereof, be cashiered, or suffer such less punishment as a general court-martial shall direct; and if any petty officer or inferior person belonging to the navy shall be guilty of profane swearing, gambling, drunkenness, or other immoral or disgraceful conduct, not specially provided for in this act, he may at the discretion of the commander be reduced to an inferior rating, or confined not exceeding ten days, or be brought to trial before a court-martial or a summary court, and shall, if convicted, suffer such punishment as either of said courts may adjudge.

ARTICLE 4.

Punishment for drunkenness while on duty.

Any commission or other officer who shall be found drunk upon his watch or when on any other special duty, or who shall have been so often drunk, either when on duty or off, as in the opinion of a court-martial to amount to a habit, shall on conviction be cashiered.

ARTICLE 5.

Cowardice or treachery in battle to be punished with death.

Any officer or other person belonging to the navy who shall when engaged in battle, pusillanimously cry for quarter, or treacherously yield, or shall strike or attempt to strike the flag without proper authority, shall suffer death on conviction thereof by a general court-martial.

ARTICLE 6.

Punishment for breach of duty on signal for battle, or probability of an engagement.

If any officer commanding a fleet, squadron, or vessel shall upon the probability of an engagement, or upon signal for battle, neglect to prepare his fleet, squadron or vessel for action, or shall not when so directed, use his utmost exertions to join in battle, or shall fail to encourage in his own person his inferior officers and men to fight courageously, he shall on conviction thereof suffer death, or such other punishment as a court-martial shall adjudge.

ARTICLE 7.

Neglect of duty, desertion of post, or cowardice in battle, how punished.

Every officer or other person belonging to the navy, who shall not do his utmost to take or destroy any vessel which it is his duty to encounter, or to afford relief to vessels belonging to the United States or their allies when engaged in battle; or who shall through cowardice, negligence, or disaffection, withdraw from or keep out of battle; or desert his duty or station, or shall induce others to do so, or shall not properly observe the orders of his commanding officer and use his utmost exertions to carry them into execution, when ordered to prepare for, join in, or when actually engaged in battle, or while in sight of an enemy, shall on conviction thereof by a general court-martial suffer death, or such other punishment as the said court shall adjudge.

ARTICLE 8.

Disobedience of orders, striking or offering to strike a superior, how punished.

If any officer or other person in or belonging to the navy, shall disobey the lawful orders of his superior officer, or strike him, or draw, or offer to draw or raise any weapon against him while he is on duty, or in the line of his duty, or for having performed any act of duty, he shall, on conviction thereof before a general court-martial, suffer death, cashiering, or such other punishment as the said court shall adjudge; and if any person in the navy shall treat his superior officer with contempt or disrespect, or shall use provoking or

reproachful words, menaces, or gestures to him, he shall be punished at the discretion of a general court-martial.

ARTICLE 9.

Mutiny or sedition.

If any person in the navy shall make or attempt to make any mutinous assembly, or shall utter any mutinous or seditious words, or shall conceal or connive at any seditious or mutinous practices; or knowing of the same, shall not forthwith communicate it to his superior or commanding officer; or being witness to any mutiny or sedition, shall not do his utmost to suppress it, he shall on conviction thereof suffer death, or such other punishment as a general court-martial shall adjudge.

ARTICLE 10.

Intercourse with an enemy forbidden.

No person in the navy shall give, hold, or entertain any intercourse or intelligence to or with an enemy or rebel, without leave from the President of the United States, the Secretary of the Navy, the commander-in-chief of the fleet, or the commander of a squadron, or the senior officer in command, who may be present; or if any letter or message from any enemy or rebel be conveyed to any officer or other person in the navy, and he shall not within twelve hours make the same known, having opportunity to do so, to his superior or commanding officer, or other proper authority, whose duty it may be to take cognizance thereof, every such offender shall suffer death, or such other punishment as a general court-martial shall adjudge.

ARTICLE 11.

Spies, how punished.

Spies and all persons who shall come or be found in the capacity of spies, or who shall bring or deliver any seducing letter or message from an enemy or rebel, or endeavor to corrupt any person in the navy to betray his trust, shall suffer death, or such other punishment as a general court-martial shall adjudge.

ARTICLE 12.

Desertion to an enemy.

If any person in the navy shall desert to an enemy or rebel, he shall on conviction thereof by a general court-martial suffer death.

ARTICLE 13.

Desertion in time of war.

If any person in the navy shall in time of war desert, or shall entice or aid others to desert, he shall suffer death, or such other punishment as a court-martial shall adjudge.

ARTICLE 14.

Desertion in time of peace.

If any person in the navy shall in time of peace desert, or shall persuade, aid, or entice any others to desert, or shall at any time know of any desertion and not communicate it to his superior or commanding officer, or shall receive or entertain any deserter, knowing him to be such, and shall not with all convenient speed give notice thereof to the commander of the vessel, navy yard or station to which he belongs, or to the commander-in-chief of the fleet or commander of the squadron, he shall on conviction thereof suffer such punishment as a general court martial shall adjudge.

ARTICLE 15.

Absence without leave.

If any person belonging to the navy shall absent himself without leave, or remain absent after his leave shall have expired, and shall voluntarily return within three days after such absence, or termination of leave of absence, he may, at the discretion of his commander, be punished as limited in the thirty-second article of this section and chapter.

ARTICLE 16.

Improper navigation of vessels.

If any person in the navy shall through intention, negligence, or any other fault, suffer any vessel of the navy to be stranded, or run upon rocks or shoals, or improperly hazarded; or if any person shall willfully or maliciously injure any vessel of the navy, or any part of her tackle, armament, or equipment, whereby the safety of the vessel shall he hazarded or the lives of the crew exposed to danger, he shall on conviction thereof by a general court-martial suffer death, or such other punishment as the said court shall adjudge.

ARTICLE 17.

Burning or destroying public property.

If any officer of the navy shall order any public property not then in the possession of or in imminent danger of falling into the possession of an enemy, pirate, or rebel, to be set on fire or otherwise unlawfully destroyed; or if any person in the navy shall set fire to, or otherwise unlawfully destroy any such property, he shall, on conviction thereof by a general court-martial, suffer death, or such other punishment as the said court shall adjudge.

ARTICLE 18.

Altering muster-roll.

If any person in the navy shall knowingly make or sign, or shall aid, abet, direct, or procure the making or signing of any false muster, or shall knowingly execute or attempt or countenance any fraud against the United States, he shall on conviction thereof by a general court-martial, be cashiered and rendered forever incapable of any further employment in the service of the United States, and shall forfeit to the navy pension fund all the pay and subsistence then due him, and suffer such other punishment as the said court shall adjudge.

ARTICLE 19.

Waste, embezzlement, &c., of public property.

If any person in the navy shall waste, embezzle, or fraudulently buy, sell, or receive any ammunition, provisions, or other public stores; or if any officer, or other person shall knowingly permit, through design, negligence, or inattention, any such waste, embezzlement, sale, or receipt, every such person upon conviction thereof by a general court martial, shall forfeit all the pay and subsistence then due him to the navy pension fund, and shall suffer such further punishment as the said court shall direct.

ARTICLE 20.

Sleeping upon post.

If any person in the navy shall during a time of war sleep upon his watch, he shall on conviction thereof suffer death, or such other punishment as a court-martial shall adjudge; and if any person as aforesaid shall at any other time sleep upon his watch, he may, if an officer, be punished at the discretion of a court-martial; if a petty officer, or person of inferior rating, of a summary court or of the commanding officer, as provided for in the thirty-second article of this section and chapter.

ARTICLE 21.

Performing duty negligently, or leaving post before relieved.

If any person in the navy shall negligently perform the duty assigned him, or shall leave his station before regularly relieved, he may be punished at the discretion of a court-martial, or of a summary court or otherwise, at the discretion of the commander, as limited by the thirty-second article of this section and chapter.

ARTICLE 22.

Duty of an officer giving convoy.

The officers and other persons belonging to any ship or vessel, appointed as convoy to merchant or other vessels, shall diligently and

faithfully discharge the duties of their appointment; they shall not demand or exact any compensation for their services, nor maltreat the officers and crews of such merchant or other vessels, on pain of suffering such punishment as a court-martial shall adjudge.

ARTICLE 23.

Punishment for receiving goods, merchandise, &c., on board.

If any commander or other officer shall receive, or permit to be received, on board his vessel any goods or merchandise for freight, sale, or traffic, except gold, silver, or jewels, for freight or safe-keeping; or shall demand or receive any compensation for the receipt or transportation of any other article than gold, silver, or jewels, without authority from the President of the United States or the Secretary of the Navy, he shall on conviction thereof by a general court-martial be cashiered, and be thenceforward incapacitated from holding any office or place in the navy of the United States.

ARTICLE 24.

Murder.

The crime of murder or other unlawful killing, when committed by any person belonging to any public ship or vessel of the United States without the territorial jurisdiction of the same, may be punished with death or otherwise at the discretion of a general court-martial.

ARTICLE 25.

Challenge to fight a duel.

If any officer of the navy shall challenge any other officer in the navy, or accept a challenge from any officer of the navy to fight a duel, or bear a challenge from one officer to another to fight a duel, while either of them is in actual service or under orders for service, or for any act of duty performed by either party, such officer shall on conviction thereof by a general court-martial be dismissed from the navy, or suffer such other punishment as the said court shall adjudge.

ARTICLE 26.

Quarrelling and using provoking language.

If any person in the navy shall quarrel with any other person in the navy, or use provoking or threatening language or gesture, he may at the discretion of the captain be punished as limited in the thirty-second article of this section and chapter, or be brought before a court-martial, and suffer such punishment as the said court may adjudge.

ARTICLE 27.

Theft.

Any theft committed by a petty officer or person of inferior rating may be punished at the discretion of the captain, as limited in the thirty-second article of this section and chapter, or as a court-martial or summary court shall direct.

ARTICLE 28.

Offences against people on shore.

If any person in the navy shall when on shore plunder, abuse, or maltreat any inhabitant, or injure his or her property in any way, he shall suffer such punishment as a court-martial or summary court shall adjudge.

ARTICLE 29.

Provost marshal or master-at-arms refusing to receive prisoners, or allowing them to escape

A provost marshal or master-at-arms, or other person of whom the duty of master-at-arms is required, who shall refuse to receive such prisoners as shall be committed to his charge, or having received them shall suffer them to escape, or dismiss them without orders from proper authority, shall be punished at the discretion of a court-martial.

ARTICLE 30.

Offences on shore.

All persons belonging to the navy who shall commit offences while on shore, or in port, or harbor, not provided for in articles twenty-four and twenty-eight of this section and chapter, shall be subject to the same punishment as if such offences had been committed at sea.

ARTICLE 31.

Offenders to be brought to punishment.

Every person in the navy shall use his utmost exertions to detect, apprehend, and bring to punishment all offenders, and shall at all times aid and assist all persons appointed for this purpose, on pain of such punishment as a court-martial shall adjudge.

ARTICLE 32.

Punishments that may be inflicted by a commander, or commission, or warrant officers, petty officers, and persons of inferior rating.

No commander of a vessel shall of his own authority inflict any higher punishment upon a commission or warrant officer than rep-

rimand, suspension from duty, arrest, or confinement not exceeding ten days, unless longer confinement should be necessary to bring him to a court-martial; nor shall he inflict, or cause or permit to be inflicted upon any petty officer, or person of inferior rating, severer punishment for any one offence or at any one time than any one of the following punishments, viz:

1st. Reduction of rating.

2d. Confinement with or without irons, single or double, not exceeding ten days, and with restraint of person, but not so as to be injurious to health.

3d. Solitary confinement on bread and water not exceeding five days.

4th. Solitary confinement not exceeding seven days.

5th. Deprivation of liberty on shore.

6th. Extra duties.

ARTICLE 33.

Language tending to cause disaffection prohibited; offender to be reported.

No person in the navy shall use any language that may tend to render officers or others dissatisfied with any service in which they may be engaged, or upon which they may be ordered, or to diminish their confidence in or respect for their superiors in command, or which may in any manner tend to weaken that subordination which is essential to the security and usefulness of the navy; and it shall be the duty of any officer, and especially the senior officer present who may hear any such language, to reprove or suppress it, and to report offenders immediately to the proper officer if they disregard such interference.

ARTICLE 34.

Publications of a personal nature prohibited.

Publications relative to differences between officers of a private or personal nature are prohibited. Any newspaper publication or pamphlet or any hand-bill of such character, either written or printed, shall be cause for the arrest of any officer, and for charges against him, and shall be punished as a court-martial may direct.

ARTICLE 35.

Wreck, loss, or destruction of vessel.

In all cases when the crew of any ship or vessel of the United States shall be separated from such vessel by wreck, loss, or destruction of the same, all the command, power, and authority given to the officers of such ship or vessel, shall remain and be in full force as effectually as if such wreck, loss, or destruction had not occurred, until such ship's company be regularly discharged from or ordered again into the service, or until a general court-martial or court of

inquiry shall be held to inquire into the wreck, loss, or destruction as aforesaid; and if by the judgment of the said court, it shall appear that all or any of the officers and men of such ship's company did their utmost to preserve her, and after such wreck, loss, or destruction, conducted themselves agreeably to the discipline of the navy, then the pay and emoluments of such officers and men shall be paid as if they had continued on board such vessel, and a reasonable allowance shall be made to them for the loss of clothing or other private property. But if it shall appear, as aforesaid, that all or any part of the officers and crew as aforesaid, omitted or neglected such their duty, then the pay and emoluments of such offenders may be forfeited to the navy pension fund by sentence of a court-martial, and they shall not be entitled to allowance for loss of clothing or private property; and any officer or other person who shall, after the loss of such vessel, conduct contrary to the provisions of this act, shall be liable to the same trial before a court-martial, and on conviction shall suffer the same punishment as if such loss had not occurred.

ARTICLE 36.

When punishment is left to the discretion of a court-martial.

Whenever by any article of this Code no specific punishment is named, and a court-martial is authorized to inflict a punishment at its discretion, it shall not in the case of a commission or warrant officer, inflict any higher punishment than dismission from the service; and in the case of a petty officer or person of inferior rating, no severer punishment than imprisonment with loss of pay, nor beyond one year.

ARTICLE 37.

Expiration of service on a foreign station.

It shall be the duty of the commanding officer of any fleet, squadron, or vessel acting singly, when on foreign service, to send to the United States in some public or other vessel, all petty officers and inferior persons at the expiration of their terms of service, or as soon thereafter as may be, unless in his opinion the detention of such persons for a longer period should be very essential to the public interests; in which case he may detain them or any of them until the vessel to which they belong shall return to the United States; and in case of such detention the persons so sent home, or so detained, shall be subject in all respects to the laws and regulations for the government of the navy, until their return to the United States and their regular discharge; and all persons who shall be so detained beyond their terms of service, or who shall after the termination of their service voluntarily re-enter to serve until the return to the United States of the vessel to which they may belong, and their regular discharge therefrom, shall, while they are so detained or shall so serve beyond their original terms of service, receive an addition of one-fourth to their former pay.

ARTICLE 38.

Petty Officers.

All officers not holding commissions or warrants, or who are not entitled to them, except such as are temporarily appointed to perform the duties of a commission or warrant officer, or secretaries and clerks, are to be deemed petty officers.

ARTICLE 39.

Pay of officers and crew taken by an enemy.

The pay and emoluments of such officers and crews of any of the ships or vessels of the United States, as may be taken by an enemy, pirate or rebel, who shall appear by the judgment of a competent court, to have performed their duty in endeavoring to preserve and defend such vessel, and after the taking thereof to have conducted themselves agreeably to the discipline of the navy, shall continue and be paid to them until their death, exchange or discharge.

ARTICLE 40.

Marines subject to laws for the government of the navy, except.

The officers, non-commissioned officers, privates, and musicians of the Marine Corps, shall be in all respects subject to the laws and regulations which are or may be established hereafter for the government of the navy of the United States, except when they shall be expressly placed under the direction of the Secretary of War, or the command of an officer of the army by direction of the President of the United States, in which case they shall be subject to the laws and regulations which are or may be established for the government of the army.

ARTICLE 41.

Army or militia serving on board.

Whenever any part of the army or of the militia of the United States shall be serving on board any vessel of the navy, they shall while so serving be subject to the laws and regulations of the government of the navy, and to the orders of the navy officers in the same manner as marines.

ARTICLE 42.

Army or militia embarked for transportation.

Whenever any part of the army or militia of the United States shall be embarked on board any vessel of the navy for transportation only, they shall not be subject to the laws and regulations for the government of the navy, but to the laws for the government of the army;

but they shall nevertheless be subject to and conform to the internal regulations of the vessel in which they may be embarked, upon pain of confinement by the commander of such vessel while on board, and of such punishment as any court-martial may direct after they shall have been landed.

ARTICLE 43.

Wages or prize money may be paid to an assignee.

Any person entitled to wages or prize money may have the same paid to his assignee, provided the assignment be attested by the captain and paymaster; and in case of the assignment of wages, the power will specify the precise time they commence. But the commander of every vessel is required to discourage his crew from selling any part of their wages or prize money, and never to attest any power of attorney until he is satisfied that the same is not granted in consideration of money given for the purchase of wages or prize money.

ARTICLE 44.

Offenders not specified may be punished at the discretion of a court-martial.

All crimes and offences committed by persons belonging to the navy, which are not specially provided for in this act, may be punished at the discretion of a court-martial.

ARTICLE 45.

This section to be publicly read once a month.

Every commanding officer of a vessel shall cause this first section of the act for the government of the navy to be publicly read to the ship's company as often as once a month, and to be hung in some public part of the vessel.

ARTICLE 46.

Enticing any enlisted man to desert, or concealing a deserter.

Any person who shall entice any seaman, ordinary seaman, landsman, or boy, who may have enlisted into the naval service of the United States to desert therefrom, or who shall conceal any person who may have so deserted, and shall refuse to deliver him up upon the order of his commanding officer, shall upon legal conviction thereof be fined at the discretion of the court, in any sum not exceeding three hundred dollars, or be imprisoned for any term not exceeding one year.

ARTICLE 47.

Offenders may be sent to the Penitentiary of the District of Columbia.

When by any of the provisions of this section and chapter, or the fourth section of this chapter, the punishment of any offence has been left to the discretion of a general court-martial, it shall be within the discretion of said court to sentence the offender on conviction to confinement in the penitentiary of the District of Columbia, provided that such confinement shall be for a period of not less than six months or more than ten years.

SECTION II.

COURTS OF INQUIRY.

ARTICLE 1.

By whom ordered, how composed, and may summon wtinesses.

Courts of inquiry may be ordered by the President of the United States, the Secretary of the Navy, or the commander of a fleet or squadron when without the territorial jurisdiction of the United States, or by any commanding officer within the United States, who may be authorized by the Secretary of the Navy; which courts shall not consist of more than three members and a judge advocate, or person to officiate as such; and the witnesses shall be summoned in the same manner, and under the same penalties, and the testimony taken in the same manner as is prescribed in the first section of this chapter, in the case of courts-martial; and such courts shall have the same power to summon witnesses, to administer oaths or affirmations, and to punish contempts as courts-martial.

ARTICLE 2.

They shall report to the power convening them; will not express an opinion unless so ordered, and the party under examination may be present and cross-examine witnesses.

It shall be the duty of such courts to report to the authority by which they are convened the evidence which may be taken; but they shall not express any opinion unless specially required in the warrant for convening the court, and then only when such court is directed to inquire into the circumstances under which any ship or vessel of the navy has been wrecked or lost, or improperly hazarded; in which case it shall be the duty of said court to investigate and report upon the conduct of the officers and crew thereof; and in all proceedings before a court of inquiry, the party whose conduct shall be the subject of investigation shall be allowed an opportunity to be present, and to cross-examine the witnesses who may be adduced, and to offer such legal testimony as he may think proper to said court.

ARTICLE 3.

Authentication, transmission and approval of the proceedings. An authenticated copy of the same to be evidence before a court martial.

The proceedings of courts of inquiry shall be authenticated by the signature of the president of the court, and the judge advocate, or person officiating as such, and shall be forthwith transmitted by the judge advocate to the authority by whose warrant the court was convened; and after being approved or disapproved by the competent authority, shall be deposited and filed in the office of the Secretary of the Navy; and the proceedings of courts of inquiry, or a certified copy of the same, under the hand of the Secretary of the Navy, and seal of the Navy Department, shall, in all cases not capital or extending to the dismission of a commission or warrant officer, be evidence before a court-martial, and of equal authenticity as if the witness whose testimony was then taken had been examined before such court martial, provided that the court shall be satisfied that the presence of such witness could not be had before such court martial.

ARTICLE 4.

Oaths or affirmations.

Before proceeding to make the investigation directed, the president and each of the members of the court of inquiry shall take the following oath or affirmation, to be administered by the judge advocate or person officiating as such:

"I, A. B., do swear (or affirm) that I will well and truly examine and inquire, according to the evidence, into (and if required report upon,) the matters to be investigated before this court, without partiality or prejudice."

After which the president, or senior member present, shall administer to the judge advocate, or person officiating as such, the following oath or affirmation:

"I, A. B., do swear (or affirm) truly to record the proceedings of this court, and the evidence to be given to the same; and that I will, on all legal questions upon which my opinion may be required by the court, give the same without prejudice or partiality and according to my judgment and conscience."

SECTION 3.

COURTS MARTIAL.

ARTICLE 1.

By whom convened and number of members.

General courts martial may be convened as often as the President of the United States, the Secretary of the Navy, or the commander-in-chief of a fleet or squadron without the territorial jurisdiction of the

United States, or on the Pacific coast of the United States, may deem proper, or by any commanding officer within the United States who may be duly authorized by warrant from the Secretary of the Navy. No general court martial shall consist of more than thirteen, nor less than nine members for the trial of capital offences, if nine members can be ordered without injury to the public service; and for all other offences a general court martial shall consist of not more than nine members, and in no case less than five members; and when the highest number required shall not be ordered, the reasons therefor shall be stated in the precept for convening the court. The senior officer of the court who may be present at any time shall preside; and the other members shall take rank according to their grade, or if of the same grade, according to the date or number of their commissions respectively.

ARTICLE 2.

How the complaint on which application for court martial is founded, shall be made.

All complaints on which an application for a general court martial is founded, shall be exhibited in writing to the proper authority, signed by the party or parties preferring the same, and shall be accompanied by a list of witnesses, and with a statement of the facts which it is expected each of such witnesses may be able to prove; and the accused shall be furnished with a copy of the complaint as soon as practicable, and shall be called upon to state what he may have to offer in explanation, and to name such persons as he may wish to have summoned as witnesses.

ARTICLE 3.

Charges and specifications; summons of witnesses not in naval or military service.

The officer authorized to convene a court martial, having received the complaint, statement and lists named in the preceding article, shall take care that the charges and specifications are put in proper and legal form, and that the accused be forthwith furnished with a copy of the same; and that all witnesses belonging to the naval or military service are duly summoned, and shall furnish the names of all witnesses not belonging to the naval or military service, to the marshal of the district in which they may respectively reside, annexing to such list the name of the accused, and the time and place of trial; and the said marshal shall be, and he is hereby authorized and directed to summon such witnesses to be and appear at the time and place specified, and to make return to the said court of his proceedings.

ARTICLE 4.

Challenge of members.

Before proceeding to the trial of any case, the accused shall be at liberty to challenge any member named in the precept to sit on said

court, for good cause shown; the truth and sufficiency of which cause of challenge shall, in each case, as it shall occur, be decided in a summary manner by the other members of the court; and if it be adjudged true and sufficient, the members so objected to shall not sit in trial of the accused by whom he has been challenged, but may resume his seat on any subsequent trial before the same court.

ARTICLE 5.

Oaths to the members and judge advocate.

In case no challenge shall be made, or if made, after the same shall be disposed of, the president and each member of the court shall, if a sufficient number remain to form a court, before proceeding to trial, take the following oath or affirmation, which the judge advocate is hereby authorized to administer:

"I, A. B., do swear (or affirm) that I will truly try, without prejudice or partiality, the case now depending, according to the evidence which shall be adduced, the laws for the government of the navy and my own conscience; and that I will not by any means divulge or disclose the vote or opinion of any member of the court, except to the President of the United States, the Secretary of the Navy, or other officer authorized to approve the proceedings of this court, unless required so to do before a court of justice in due course of law."

And the judge advocate shall then take the following oath or affirmation, to be administered to him by the president or senior member present:

"I, A. B., do swear (or affirm) that I will keep a true record of the proceedings of this court, and the evidence given before the same, and a separate record of the votes given by each of the members; and that I will not divulge or disclose the judgment of the court, until it shall have been approved by the competent authority; nor will I divulge or disclose the vote or opinion of any member of the court, except to the President of the United States, the Secretary of the Navy, or other officer authorized to approve the proceedings of this court, unless required so to do before a court of justice in due course of law; and that I will on all questions touching the case in which my opinion may be required by this court, give the same without prejudice or partiality, according to my judgment and conscience."

ARTICLE 6.

Depositions of witnesses.

In all cases prior to ordering a court-martial or court of inquiry, by the consent of the person ordering the court, and the accused before the trial, or of the judge advocate and the accused after the court has convened, the deposition of any witness may be taken under the direction of the court, on interrogatories and cross-interrogatories; and such deposition may be taken before any judge, justice, or notary public in the United States, or the mayor or chief magistrate of any

incorporated city or borough in the United States, or before any captain in the navy, or consul or vice-consul of the United States in any foreign country; and such deposition as aforesaid shall be admissible in evidence in the same manner as if the witness was himself produced and examined before the court; and in any case where the witness does not belong to the navy, and is about to leave the United States, or may reside more than one hundred miles from the place of trial; and if the judge advocate and the accused do not agree and consent to such deposition, or in case either of them shall omit or neglect in a reasonable time to prepare and transmit his interrogatories or cross-interrogatories, the deposition of such witness may be taken *ex parte*, and shall be equally available as if both parties had consented thereto; provided, that in all cases in which the punishment prescribed for the offence with which the accused is charged may be capital, the personal attendance of the witness against the accused shall be in no case dispensed with, except by the consent of the accused; but his evidence shall be given orally.

ARTICLE 7.

Evidence to be oral, on oath or affirmation, except in cases especially excepted. Penalty for refusing to appear as a witness, and for contempt of court.

In all cases not specially excepted and provided for, the testimony given before a court of inquiry or a general court martial shall be oral, on oath or affirmation, to be administered by the senior member of the court who may be present; and if any person shall refuse to appear as a witness when legally summoned, or shall refuse to give his evidence, having no lawful excuse therefor, or shall prevaricate, or if any person, in the presence of said court, shall behave in a contemptuous or disorderly manner, it shall and may be lawful for said court, by the written order of the senior member of the same, to commit the party so offending to the custody of the provost marshal of the court, to be by him imprisoned, confined, or detained in close custody until released by order of the said court, or until such time as may be prescribed in such order, provided the same shall in no case exceed the period of two months; and the said provost marshal shall forthwith, on the receipt of such order, take the offender and commit him to close custody, agreeably to the terms of said order; and in all cases in which any suit or indictment shall be brought for any act done in obedience to such order the defendant may plead the general issue, and give the special matter in evidence; and upon the production of the original or a certified copy of said order, under the hand of the Secretary of the Navy and seal of the Navy Department, judgment shall be given for said defendant in any court of the United States.

ARTICLE 8.

Copy of a document in a department, certified by the Secretary thereof, admissible in evidence.

The copy of any document, record, or paper on file in the Departments of State, Treasury, Interior, War, or Navy, when certified

under seal to be a true copy by the Secretary thereof, shall be as valid and admissible in evidence, in any general court martial or court of inquiry, as if the original were produced.

ARTICLE 9.

Perjury and subornation of perjury.

Any person not belonging to the navy, or not subject to naval law, who shall, on his examination as a witness before a court of inquiry or a court martial, commit wilful perjury, and any such person who shall corrupt, procure, suborn, or persuade any such witness to commit wilful perjury, shall and may be prosecuted by indictment in any court of justice in the United States, having jurisdiction of the same; and shall on conviction suffer such penalties as are prescribed, or are or may be authorized by the laws of the United States in cases of perjury or subornation of perjury. And in every indictment for perjury or subornation of perjury under this act, it shall be sufficient to set forth the offence charged, without setting forth the authority by which the court was held, or the particular matters brought, or intended to be brought, before the said court. And any person belonging to the navy who shall be guilty of the beforementioned offences, or any one of them, may be tried by a general court martial, and upon conviction shall be cashiered, or suffer such punishment as such court may adjudge.

ARTICLE 10.

Sittings of the court.

When the proceedings of any general court martial shall have commenced, they shall not be delayed or suspended on account of the absence of any of the members, provided the minimum number required, or more, be assembled; but the court is enjoined to sit from day to day (Sundays excepted) until judgment be pronounced and signed, unless the court shall be adjourned or dissolved by the officer ordering the same, or by his superior in command; nor shall the president or any other member of said court, after the proceedings are begun, absent himself therefrom, unless in case of sickness, or being ordered to go on duty by a superior officer, or other sufficient excuse to be judged of by the court, on pain of being cashiered, or of suffering such punishment as a court martial shall adjudge. If less than the minimum number of members shall assemble, a majority of the members present may adjourn the court from day to day, for not exceeding ten days, when if the minimum number of members shall not attend, the court shall by such non-attendance be dissolved, and all its previous proceedings be rendered null and void: *Provided*, that nothing in this article shall be construed to prevent a court martial when it shall have no immediate business before it, from adjourning for not exceeding three days, when it can, in the opinion of a majority of the court, be done without prejudice to the case on trial.

ARTICLE 11.

Judgment of the court and record of its proceedings.

The judgment of every court martial shall be authenticated by the signature of the president, and all the members of the same who may be present when the said judgment shall be pronounced, and also of the judge advocate; and it shall be the duty of the judge advocate to transmit, with all convenient despatch, the record of the proceedings, the private record of the votes given by the court, and the judgment given by the court, to the Secretary of the Navy, or person ordering the court; and when such proceedings shall have been approved or disapproved by the competent authority, and the same finally acted upon, they, with all the documents relating to the case, shall be remitted to the Secretary of the Navy, to be filed upon record; the private record of the votes being first sealed and endorsed by the officer approving or disapproving the proceedings, who shall not disclose the vote of any particular member unless required so to do before a court of justice.

ARTICLE 12.

Sentences of courts martial.

All sentences of courts martial which shall extend to the loss of life, or to the cashiering or dismission of a commission or warrant officer, shall require the concurrence of three-fourths of the members present; and no such sentence shall be carried into execution, until confirmed by the President of the United States, or if the trial takes place out of the United States, until it shall be confirmed by the commander-in-chief of the fleet or squadron; except such as go to the cashiering of a commission or warrant officer, which are in all cases first to be approved by the President of the United States. All other sentences may be determined by a majority of votes, and carried into execution on the approval of the officer ordering the court.

ARTICLE 13.

Punishments left to the discretion of a court martial.

When the punishment of an officer is not made specific by the law, but is left to the discretion of a court martial, the following shall be the scale of punishments for commissioned or warrant officers, according to the nature of the offence:

1st. Death in those cases only specially named in this act.

2d. Cashiering, but in those cases only where death or this punishment is specially named in this act.

3d. Dismission from the navy.

4th. Loss of rank by placing him lower on the list of his grade.

5th. To suspension from rank for a certain time, and to receive no

advancement by promotion during his suspension, but to retain the number on the Register which he held at the time of his sentence.

6th. Suspension from duty without pay.

7th. Suspension from duty with part pay.

8th. Confinement.

9th. Dismission from the squadron or vessel.

10th. Public reprimand.

11th. Private reprimand.

12th. Forfeiture of pay then due.

More than one of the above mentioned punishments may, however, be included in the same sentence by a court-martial.

ARTICLE 14.

Second desertions and ignominious discharges.

A court-martial may cause the letter "D" to be marked on the right side of any person in the navy convicted of a second desertion, and the letters "I. D." on any person whose conduct it may deem deserving of ignominious discharge from the navy. Said marking to be pricked with India ink on some part of the person usually covered by clothing.

ARTICLE 15.

Malicious or frivolous charges.

Whenever it shall appear to any court-martial from the testimony in the case that the charges which shall have been preferred against any person on trial are malicious, frivolous, or vexatious, they may express such opinion in their proceedings.

ARTICLE 16.

Offences committed more than three years prior to the issue of an order for a trial by court-martial.

No person shall be liable to be tried or punished by a general court-martial for any offences which shall appear to have been committed more than three years before the issuing of the order for such trial, unless the person, by reason of having absented himself, or some other manifest impediment to be shown to the satisfaction of the court shall not have been amenable to justice within that period.

ARTICLE 17.

Sentences to be published. Certified copy of proceedings to be furnished.

All sentences of courts-martial, which shall go to acquit or cashier, dismiss, suspend from rank, or adjudge the death of any commission or warrant officer in the navy, shall be published in some one or more newspapers printed at the seat of the general government; and, if required by any officer who has been tried by a court-martial, a certified copy of the proceeding in his case shall be furnished after the same hall have been approved or disapproved by the authority ordering the ourt.

ARTICLE 18.

Amenableness for acts done as a member of a court martial.

No officer, or other person, shall be criminally or civilly amenable for any act done as a member of a court martial, or court of inquiry, or under the authority or direction of said court, on account of any irregularity in the form of the authority by which said court is convened, but may, in all cases, plead the general issue and give this act in evidence.

ARTICLE 19.

Pardon and mitigation of punishment.

Every officer who is by this act authorized to convene courts martial, shall have power to pardon or mitigate at any time the sentence of any such court, which by this act he is authorized to approve and confirm.

ARTICLE 20.

Courts martial shall be held in places under jurisdiction of the United States.

All naval courts martial shall be held on board of some vessel of the United States, or in some place in which the United States has special jurisdiction.

ARTICLE 21.

Provost marshal.

To every general court martial and court of inquiry there shall be attached a provost marshal, to preserve order in the court, and to execute its orders; which said provost marshal shall, if not before appointed, be furnished on the written requisition of the president of the court addressed to the proper officer within whose command the court may be convened.

ARTICLE 22.

Officer under arrest to deliver up his sword and confine himself within limits.

Every officer shall, when arrested, deliver up his sword when required, and shall confine himself to the limits assigned him, under pain of being dismissed from the service, by the sentence of a general court martial.

ARTICLE 23.

Courts convened beyond the territorial jurisdiction of the United States.

Whenever general courts-martial and courts of inquiry shall be held out of the territorial jurisdiction of the United States, the proceedings

preliminary to the trial as well as on the trial, shall correspond, as nearly as circumstances will permit, to the provisions of this act; and in such cases the authority convening said court shall appoint a judge advocate, none having been previously appointed by proper authority.

ARTICLE 24.

Punishments by summary courts martial may be inflicted by general courts martial.

Any punishment authorized by this act to be inflicted by a summary court martial may likewise be inflicted by any general court martial.

SECTION 4.

SUMMARY COURTS MARTIAL.

ARTICLE 1.

By whom convened and what class of persons and offences they may try.

Summary courts martial may be ordered upon petty officers and persons of inferior ratings by the commander of any vessel in the navy to which such persons belong, for the trial of offences which he may deem deserving of greater punishment than the commander of a vessel himself is by law authorized to inflict of his own authority, but not sufficient to require trial by general court martial.

ARTICLE 2.

Number and rank of members.

Summary courts martial shall consist of three officers not below the rank of passed midshipman, and of some competent person to act as recorder.

ARTICLE 3.

Oath to members.

Before proceeding to trial the members shall take the following oath or affirmation, which the recorder is hereby authorized to administer: "You, A. B., do solemnly swear (or affirm) that you will well and truly try, without prejudice or partiality, the case now depending, according to the evidence which shall be adduced, the laws for the government of the navy, and your own conscience, so help you God."

ARTICLE 4.

Oath to the recorder.

After which the recorder of the court shall take the following oath or affirmation, which the senior member of the court shall administer: "You, A. B., do solemnly swear (or affirm) that you will keep a true record of the evidence which may be given before this court, and of the proceedings thereof, so help you God."

ARTICLE 5.

Commander of ship to appoint recorder.

The commander of a ship shall have authority to order any officer under his command to act as the recorder of a summary court martial, and shall detail for such duty, if practicable, an officer who is junior to the officer who presides at the court.

ARTICLE 6.

Testimony.

All testimony given before such court shall be given orally, on oath or affirmation, which the senior member of the court shall administer.

ARTICLE 7.

Punishments.

Summary courts martial may sentence petty officers and persons of inferior ratings to any one of the following punishments, viz:

1. Discharge from the service with bad-conduct discharge, but the sentence not to be carried into effect in a foreign country.
2. Solitary confinement in irons, single or double, on bread and water or diminished rations, provided no such confinement shall exceed thirty days.
3. Solitary confinement in irons, single or double, not exceeding thirty days.
4. Solitary confinement not exceeding thirty days.
5. Confinement not exceeding two months.
6. Reduction to next inferior rating.
7. Deprivation of liberty on shore on foreign station.
8. Extra duties and loss of pay, not to exceed three months, may be added to any of the above mentioned punishments.

ARTICLE 8.

Sentence to be approved.

No sentence of a summary court martial shall be carried into effect without the approval of the officer ordering the court, who shall have power to remit in part, or altogether, but not to commute any such sentence.

ARTICLE 9.

Approving officer shall remit any punishment injurious to health.

It shall be the duty of any such commanding officer to remit any part or the whole of any sentence by a summary court martial, the execution of which would, in the opinion of the surgeon or senior medical

officer on board, given in writing, produce serious injury to the health of the person sentenced; or in case he shall refuse to do so, it shall be his duty, without delay, to submit the case again to the same or to another summary court martial, which shall have power, upon the testimony already taken, to remit the former punishment and to assign some other of the authorized punishments in the place thereof.

ARTICLE 10.

Proceedings to be concise and precise.

The proceedings of summary courts martial shall be conducted with as much conciseness and precision as may be consistent with the ends of justice, and under such forms and rules as are or may be prescribed by the Secretary of the Navy; and all such proceedings shall be transmitted in the usual mode to the Navy Department.

ARTICLE 11.

Oath to witnesses.

The following oath shall be administered to witnesses before summary courts martial:

"You do solemnly swear (or 'affirm') that the evidence you shall give in the case now before this court shall be the truth, the whole truth, and nothing but the truth, so help you God."

No. 1.—Chapter IX, Articles 5 and 6.

Register of orders given, or of letters written, and of reports or letters received.

When.				Where, or place at noon.	Substance of orders, or letters received.	Substance of orders given and of letters written.	From or to whom.	Remarks and occurrences.
Year.	Month.	Day.	Hour.					

Register of signals.

When.					Where, or place of ship at noon.	Signal numbers made from the ship.	Signal numbers made by other vessels.	From what vessel.	To what vessel.	Remarks and occurrences.
Year.	Month.	Day.	Hour.	Minute.						

No. 3.—Chapter X, Article 10.

Report of the sailing and other qualities of the United States ascertained under various circumstances, and from observations between the day of , 18 , and the day of , 18 .

Her light draught of water was stated to be—	Feet.	Inches.
Forward		
Aft		
The draught of water which was estimated by the constructor to be her best trim—		
Forward		
Aft		
The draught of water found on trial to be her best sailing trim, with three months' stores and provisions on board—		
Forward		
Aft		
The rake of her masts in 10 feet—	Inches.	
Foremast		
Mainmast		
Mizzenmast		
	Tons.	
The necessary quantity of iron ballast for her		
The quantity of water she stows in her main holds—	Gallons.	
In iron tanks		
In casks		
With three months' provisions and stores on board—	Feet.	Inches.
Draught of water — Forward		
Draught of water — Aft		
Height of portsills — Foremost midship		
Height of portsills — Aftermost		
With as much provision and stores as she can conveniently stow—		
Draught of water — Forward		
Draught of water — Aft		
Height of portsills — Foremost midship		
Height of portsills — Aft		
How many days of the following articles can she conveniently stow for her complement of men?—		
Salted provisions		
Bread		
Spirits		
Water		
Fuel		
Does she ride easy at her anchors?		
Character of the ship after a trial of months.		
Inclination of the ship—	Degrees.	
Under close-reefed topsails and courses		
Under treble-reefed topsails and courses		
Under double-reefed topsails, top-gallant sails, and courses		
Under all sail, except royals		
Under all sail, when just able to carry royals		
	Feet.	Inches.
How does she carry her lee ports from water, (when deep)?		
When carrying a press of sail by the wind, (when light)?		

No. 3.—Chapter X, Article 10—Continued.

Character of the ship after a trial of months—Continued.	Feet.	Inches.
Does she roll easy or uneasy in the trough of the sea?		
Does she pitch easy?		
Is she, generally speaking, an easy or uneasy ship?		
How does she in general carry her helm by the wind—		
With all sails set?		
With treble-reefed topsails and courses?		
How does she steer off the wind?		
How does she stay?		
How does she wear?		
Is she weatherly or leewardly, compared with other ships, in moderate weather?		
Is she weatherly or leewardly, compared with other ships, in a gale?		
She has run, per hour, by the log, with as much wind as she could safely carry this sail to—		
Close-hauled, with smooth water. — Under whole or single topsails and top-gallant sails		
Close-hauled, with smooth water. — Under double-reefed topsails		
Close-hauled, with a head sea. — Under double-reefed topsails and top-gallant sails		
Close-hauled, with a head sea. — Under close-reefed topsails and courses		
Wind on the beam — Under close-reefed topsails and courses		
Wind on the beam — Under treble-reefed topsails		
Wind on the beam — Under double-reefed topsails and top-gallant sails		
Wind on the beam — In moderate weather, unable to carry royals		
Wind on the beam — In moderate weather, with all sail set		
Wind on the quarter — In a gale		
Wind on the quarter — Under double-reefed topsails, top-gallant sails, and studding sails		
Wind on the quarter — In moderate weather, with royals and studding sails		
Before the wind — In a gale		
Before the wind — In moderate weather, with all sail set		
Has the ship been ashore, or has she struck the ground at any time during the period of this report?		
If she has, mention the time and place, and the date of the report of the circumstance, and to whom made.		
Have any particular circumstances occurred likely to affect the copper, such as getting ashore; and on what stations has the ship been employed since last coppered?		
What changes, if any, are recommended in her stowage, masts and spars, or armament, to increase her efficiency for general service?		
Dated the day of , 18 .		
——— ———, *Captain.*		

No. 4.—Chap. IX, Sec. 1, Arts. 15 and 18.

Quarterly returns of punishments on board the United States ——— ——— up to ——— ———, 18—.

Names.	Rating.	Offence.	Punishment.	Remarks.

Note.—Lists of punishments must be sent in triplicate.

A. B., *Captain.*

No. 5.—Chap. 9, Sec. 1, Art. 19.

Monthly return of enlistments on board the United States ——— ——— up to the ——— day of ———, 18—.

Names.	Ratings.	When.	Where.	Where born.	Age.

Note.—The names should be alphabetically arranged with surname to the left. The report should be, in all respects, full and accurate. Persons of the same name should be distinguished by information respecting their age, &c. (This note refers to all monthly returns.)

C. D., *Paymaster.*

A. B., *Captain.*

No. 6. Chap. IX, Sec. I, Art. 19.

Return of deserters who have given themselves up, or have been apprehended, up to ——— ——, 18—.

Names.	Rating.	When.	Date of enlistment.	Age.

(Place and date)

A. B., *Captain.* C. D., *Paymaster.*

Note.—To be made *weekly* from *receiving* vessels and *monthly* from other vessels.

No. 7. Chap. IX, Sec. I, Art. 19.

Monthly returns of transfers from the United States ——— ——— *up to* ——— ——, 18—.

Names.	Rating.	Where to.	Date of enlistment.	Amount due from United States.

A. B., *Captain.* C. D., *Paymaster*

No. 8. Chap. IX, Sec. 1, Art. 19.

Return of discharges from the United States ——— up to ———, 18—.

Names.	Rating.	When.	Where.	Date of enlistment.	Cause.

(Place and date.)

C. D., *Captain.* A. B., *Paymaster.*

Note.—This return to be made *weekly* from receiving vessels, and *monthly* from other vessels.

No. 9. Chap. IX, Sec. 1, Art. 19.

Return of desertions from the United States ——— up to ———, 18—.

Names.	Rating.	When.	Where.	Date of enlistment.	Amount due from or to the United States.

(Place and date.)

A. B., *Captain.* C. D., *Paymaster.*

Note.—To be made *weekly* from receiving vessels, and *monthly* from other vessels.

No. 10. CHAP. IX, SEC. 1, ART. 19.

Return of deaths on board the U. S. ——— *up* ——— *to* ——— 18—.

Names.	Rating.	Cause of.	When.	Date of enlistment.	Amount due to or from the United States.

(Date.)

A. B., *Captain.* C. D., *Paymaster.*

NOTE.—To be made *weekly* by receiving vessels, and *monthly* from other vessels.

No. 11. CHAP. IX, SEC. 2, ART. 5.

List of petty officers and persons of inferior rating who have had liberty to absent themselves from the United States

Names.	Rating.	Date of leave	To what time leave was granted	Time of return on board.	By whom leave was granted.	Remarks.

No. 12. CHAP. IX, SEC. 4, ART. 1.

Quarterly statement of expenses incurred for the United States ———, *between the* ——— *day of* ———, 18—, *and the* ——— *day of* ———, 18—.

Number of bill.	Date of approval.	Am't of bill, as per triplicate sent to bureau of—	By whom paid.	Remarks.

NOTE.—A similar return must also be made, at the same time, showing the value of articles received from public storehouses, vessels, or navy yards, and for which no money was paid—substituting the word "requisition" for "bill" in the headings. Separate returns of each kind must be made for the several bureaus which have a supervision of the objects of expenditure. Those which do not properly belong to any bureau are to be entered on another separate return for the Secretary of the Navy.

No. 13. CHAP. XXI, ART. 30.

Return showing the months, and the number in each month, in which the service of the petty officers and others of inferior rating of the United States ——— has expired or will expire.

Year	Month.	Boatswain's mates.	Gunner's mates.	Carpenter's mates.	Sailmaker's mates.	Ship's stewards.	Surgeon's stewards.	Master-at-arms.	Ship's corporals.	Armorer.	Ship's cook.	Cooper.	Quartermasters.	Quarter gunners.	Captains of forecastle, tops, and afterguard.	Armorer's mates.	Painter.	Captains of hold.	Officers' stewards and cooks.	Seamen.	Ordinary seamen.	Landsmen and boys.	Musicians	Coalheavers.	Firemen.
	January																								
	February																								
	March																								
	April																								
	May																								
	June																								
	July																								
	August																								
	September																								
	October																								
	November																								
	December																								

No. 14. CHAP. XXXIV, ART. 3.

FORM OF DISCHARGE.

This corner will be cut off when the discharge is not an honorable discharge.

This certifies that [name and rating] has this day been discharged from the United States [name of vessel] under my command, and that the date of his enlistment by the muster-book of the vessel was the —— day of ———, 18—, and his original rating was then (.)

A. B., *Captain.*

(Countersigned.)
C. D., *Purser.*

To be printed on the back of the "discharge" the following:

Description of [name and rating.]
Rating at date of entry.
Rating at date of discharge.
Where born, [State or country.]
[county.]
[city or town]
If a foreigner [whether naturalised or not naturalised.]
Usual residence or residence of family.
Age, ——— years, ——— months.
Height, ——— feet, ——— inches.
Complexion.
Color of eyes.
Color of hair.
Marks on person.
Wounds or scars.
If discharged as an invalid, when.

No. 15. CHAP. XXXIII, ART. 17.

Weekly return of persons shipped at the United States naval rendezvous at ———, for the week ending Saturday the ———, 18—.

Names.	Rating.	Enlisted.		Where born.			Age.	How disposed of.
		When.	Where.	Town.	County.	State or country.		

RECAPITULATION.

	Petty officers.	Musicians.	Firemen.	Coalheavers.	Seamen.	Ordinary seamen.	Landsmen	Boys.
Whole number shipped this week								
Whole number shipped as per former returns since —— day of ———, 18—.....								
Total shipped.....								

Forwarded by—
C. D., *Commandant.*

A. B., *Commanding Officer.*

No. 16. Chap. XXXIII, Art. 16.

Weekly return of recruits who run from security, or were rejected, at the receiving ship, for the week ending Saturday the ———, 18—.

Run from security.			Rejected at the receiving ship.			
Names.	Rating.	Date of enlistm't.	Names.	Rating.	Date of enlistm't	Cause.

A. B., *Commanding Officer.*

No. 17. Chap. XXXIII, Art. 16.

Weekly return of moneys received by ——— for the recruiting service at ———, and expended during the week ending Saturday the ———, 18—.

	Received.	Paid.
Amount on hand per last return		
Received of		
Amount paid to recruits		
Amount on hand this day		

(Date.)

——— ———.
Recruiting Officer.

Forwarded by—
——— ———, *Commandant.*

No. 18. CHAP. XXXV, ART. 1.

Weekly return of recruits on board the United States ———, for the week ending Saturday the ———, 18—.

	Petty officers.	Musicians.	Firemen.	Coalheavers.	Seamen.	Ordinary seamen.	Landsmen.	Boys.	Total.
Whole number received									
Rejected, as per list									
Unfit for duty									
Deaths, as per list									
Desertions, as per list									
Discharges, as per list									
Deserters arrested, &c., as per list									
Enlisted on board									
Received from rendezvous									
Received from									
Transferred, as per list, to ——									

A. B, *Paymaster.*

C. D, *Commanding Officer.*

No. 19. CHAP. XXXV, ART. 10.

Weekly report of transfers made from United States receiving vessel ———, for the week ending Saturday the ———, 18—.

Names.	Rating.	Date of enlistment.	Where to.	Remarks.

A. B, *Commanding Officer.*

Forwarded by—

——— ———, *Commandant*

Synopsis of the Code of Regulations for the Government of the Navy.

CONTENTS OF CHAPTERS.

Chapter 1. Rates of vessels of the navy and complements.
Chapter 2. Rank and command.
Chapter 3. General regulations.
Chapter 4. Appointments and promotions.
Chapter 5. Military honors and ceremonies.
Chapter 6. The commander-in-chief of a fleet or squadron.
Chapter 7. Commanders of squadrons and divisions of fleet.
Chapter 8. Captain of a fleet.
Chapter 9, Section 1st. Commanders of vessels.
" 2d. do. preservation of the ship.
" 3d. do. do. of the men.
" 4th. do. do. of the stores.
Chapter 10. Commander of a steam vessel.
Chapter 11. Executive officer.
Chapter 12, Section 1st. Lieutenants.
" 2d. Watch officers.
Chapter 13. Master.
Chapter 14. Passed Midshipmen.
Chapter 15. Midshipmen.
Chapter 16, Section 1st. Boatswain, gunner, carpenter and sailmaker.
Section 2d. Boatswain.
" 3d. Gunner.
" 4th. Carpenter.
" 5th. Sailmaker.
Chapter 17. Chief engineer.
Chapter 18. Fleet surgeon.
Chapter 19. Surgeon.
Chapter 20. Passed and other assistant surgeons.
Chapter 21. Paymaster.
Chapter 22. Chaplain.
Chapter 23. Professor of mathematics.
Chapter 24. Master-at-arms.
Chapter 25. Yeoman.
Chapter 26. Cook.
Chapter 27. Petty officers and persons of inferior ratings.
Chapter 28. Marines.—Marines in vessels.
Chapter 29. Officer of detail.
Chapter 30. General muster-book.
Chapter 31. Pay and allowances.
Chapter 32. Furloughs and leaves of absence.
Chapter 33. Recruiting service.
Chapter 34. Honorable discharges.
Chapter 35. Receiving vessels.
Chapter 36. Surveys.

Chapter 37. Correspondence and reports.
Chapter 38. Approval of requisitions and accounts.
Chapter 39. Officers' apartments, sleeping berths and messes.
Chapter 40. The commanding officer of a station.
Chapter 41. Navy yards—commanding officer.
Chapter 42. Do. second in command.
Chapter 43. Do. lieutenants.
Chapter 44. Do. naval constructor.
Chapter 45. Do. constructing or civil engineer.
Chapter 46. Do. chief engineer.
Chapter 47. Do. master workmen.
Chapter 48. Do. paymaster.
Chapter 49. Do. navy storekeeper.
Chapter 50. Do. clerk of the yard.
Chapter 51. Do. marines in navy yards.
Chapter 52. Navy agents.
Chapter 53. Convoys.
Chapter 54. Prizes and prize-money.
Chapter 55. Arrests, courts-martial and courts of inquiry.
Chapter 56. Summary courts-martial—rules of evidence.
Chapter 57, Section 1st. An act for the better government of the navy.
Section 2d. Courts of inquiry.
" 3d. Courts-martial.
" 4th. Summary courts-martial.

CHAPTER I.

RATES OF VESSELS OF THE NAVY AND COMPLEMENTS.

1. Rates of vessels of the navy.
2. Appropriate commands for captains, commanders, and lieutenants.
3. No paymaster of over twelve years' service to be appointed to vessels of third and fourth rates.
4. Table of complements to be established by the Secretary of the Navy.
5. When more officers are appointed than specified in complement table, to be borne as supernumeraries.
6. Commanders to be allowed as executive officers.
7. Commander of a fleet or squadron as supernumerary.
8. Supernumeraries on board flag-ships.
9. How a deficiency of seamen is to be supplied. Ship not to be detained if she has nine-tenths of her complement of petty officers.
10. Secretary of the Navy may order vessels to sail with smaller numbers.
11. Commanders of vessels may supply deficiency of petty officers.

12. Vessels not embraced in table of complements.
13. Distressed seamen.
14. They are to be amenable to laws, &c., of the navy.
15. Supernumerary officers shall take rank and do duty, unless.
16. Officers as passengers not entitled to quarters.

CHAPTER II.

RANK AND COMMAND.

1. Personnel of the navy.
2. General military command.
3. Officers restricted in their right to command.
4. Pursers to be paymasters.
5. Acts relating to pursers shall apply to paymasters.
6. Rank and command of commission and warrant officers.
7. Officers appointed to act in higher grades.
8. Command in cases of riot or quarrel.
9. Appointed officers.
10. Petty officers and their relative rank.
11. Precedence of petty officers with each other.
12. Order of precedence between officers of the navy.
13. Precedence of assistant paymasters.
14. Precedence of passed assistant surgeons and professors.
15. Precedence of assistant surgeons and first assistant engineers.
16. Precedence of second and third assistant engineers.
17. Precedence of secretaries and clerks with each other.
18. Precedence by date of commission or warrant.
19. Officer entitled to exercise general military command, in command of a vessel or on detached duty, shall command all other officers on same duty.
20. Precedence of officers acting on boards, surveys, &c.
21. Messes; senior officer, &c., to preside.
22. Command of officers of medical, pay, and engineer departments.

CHAPTER III.

GENERAL REGULATIONS.

1. Constant attention to duty enjoined on all.
2. All persons to conduct themselves with respect to their superiors.
3. If an inferior feels himself aggrieved.
4. If any person knows of any fraud.
5. If an officer shall receive an order contrary to his instructions.
6. If an officer is diverted from any duty.

7. Orders countermanding other orders to be given in writing.
8. No person to exchange with another for the performance of any duty.
9. When a commander of a fleet or single vessel meets with his superior.
10. No deviation allowed in armament or equipment.
11. To avoid unnecessary expenditures.
12. No public stores to be appropriated to private use.
13. Mechanics on board ships on foreign stations allowed to repair merchant vessels.
14. No officer to receive compensation.
15. Gratuitous assistance to be given, when.
16. No person in the navy to be interested in procuring supplies.
17. Tattoos to be beaten and colors to be hoisted when.
18. Lights and fires to be extinguished, when.
19. When criminal process is issued by civil authority.
20. No person to be discharged without order, from whom.
21. Enlisted men whose terms of service have expired while on duty on a foreign station may be discharged.
22. When persons are found unfit for service.
23. Enlisted persons may be discharged, when.
24. No person to be transferred from our vessel to another, in the United States, unless.
25. Accounts of persons transferred.
26. Gambling prohibited.
27. Officers incurring debts upon a foreign station.
28. Officers to advise the department of their address.
29. On being detached to advise the department of address and change of residence.
30. To acknowledge receipt of orders.
31. The uniform to be prescribed by the President.
32. Officers travelling, &c., to communicate useful information to the government.
33. When two or more vessels meet.
34. Boats to carry national flag.
35. All important orders to officer of the deck at night to be given in writing.
36. Duty of an officer who becomes privy to an intention to fight a duel.
37. Officers invited to act as seconds in duels to exert themselves to effect reconciliation.
38. If an officer shall have given offence; or if an officer shall have received offence.
39. If an officer is promoted while in command.
40. Treasure shipped for freight or safe keeping.
41. Combinations of officers or others prohibited.
42. Intoxicated persons, how they shall be dealt with.
43. Demand for the delivery of a deserter.
44. Detached parties of twenty or upwards to be commanded by a lieutenant or master.

45. Officers' duties are not limited to those prescribed in these regulations, but are promptly to obey all orders.
46. Offenders to be reported.
47. Sheath knives forbidden.

CHAPTER IV.

APPOINTMENTS AND PROMOTIONS.

1. Appointment of a person not holding a commission or warrant to perform the duty of a commission or warrant officer. Officer on leave or furlough.
2. When vessels may proceed to sea with smaller numbers than those designated in the table of complements.
3. Acting appointments, when and how to be made.
4. Acting appointments to be reported to the department, with reasons for the same.
5. An officer who has received appointment to act in a higher grade than his commission not to be reduced.
6. Vacancies by sickness, absence, &c., how to be filled.
7. Boatswains, gunners, carpenters, and sailmakers may be selected, when and how.
8. Officers receiving acting appointments to wear uniform and annex official signature.
9. Acting appointments to specify vessel.
10. Commanders-in-chief without the United States may appoint boards to examine candidates for higher appointments.
11. Commanders of vessels in certain cases to fill vacancies.
12. Commanders to rate petty officers from crew, except.
13. Petty officer so rated to be transferred in no higher grade than that in which he shipped.
14. Commanders may change the rates of petty officers.
15. Officers entitled to a secretary or clerk may appoint and discharge the same.
16. Paymasters may appoint and discharge their clerks, with captain's assent.
17. Ages prescribed for secretaries and clerks, and rules for their appointment.
18. Boatswains, gunners, carpenters, and sailmakers may receive warrants, when.
19. Age of second masters and master's mates, and rules for their appointment.
20. Second masters and master's mates not to be warranted until they have seen one year's sea service.
21. Admission, continuance, and examination of midshipmen.
22. Lieutenants nominated for promotion, when.
23. Commanders nominated for promotion, when, provided that.
24. Promotion of warranted master's mates.

25. A passed midshipman will be eligible for promotion to master, &c.
26. Masters not promoted from passed midshipmen.
27. Chaplains, qualifications required for their appointment.
28. Paymasters, qualifications required for their appointment.
29. Commanding officer of a squadron may appoint a fleet surgeon when a vacancy occurs.
30. Midshipmen not to serve more than twelve months on board schooners, when avoidable.
31. No person to be appointed in the engineer corps without testimonials.
32. Candidates for promotion in the engineer corps must produce testimonials.
33. Qualifications required for the appointment and promotion of engineers.
34. Engineers which shall be preferred when qualifications are equal.
35. Penalty for producing a false certificate.
36. Definition of sea service.
37. Boards of officers for examination to give certificates.
38. Officers who may be prevented from being present at a first examination, how to proceed.
39. In case of an officer failing to pass a first examination, his class and position if he passes a second examination.
40. Officers found unqualified on second examination to be dropped.
41. Officers appointed to shore stations to continue three years, unless.
42. When a captain of the fleet may be allowed.
43. A lieutenant allowed to a commander-in-chief as aid.
44. Limits of a command to be specified.
45. No person to receive an original appointment unless physically qualified.

CHAPTER V.

MILITARY HONORS AND CEREMONIES.

1. Military honors to the President.
2. National ensign to be hoisted at the main during the presence of the President on board.
3. Military honors to the Vice President.
4. Same to an ex-President.
5. Same to an ex-Vice President.
6. Same to a foreign sovereign.
7. Honors to cabinet officers, judges of the Supreme Court, and governors of States.
8. Honors to flag-officers.
9. Military honors to captains.
10. Military honors to commanders.

11. Same to lieutenants commanding.
12. Officers may dispense with guards.
13. Commission officers below rank of commander.
14. Warrant officers, how to be received.
15. Salutes for flag-officers.
16. No officer of the navy other than a flag-officer to be saluted, except.
17. Salute when an officer assumes command of a fleet.
18. Salute when a vessel first joins or meets a squadron.
19. No salute to be fired in the presence of a superior, except.
20. Salutes when squadrons, &c., meet.
21. When more than one vessel salutes an officer.
22. Officers of the army and marine corps, how to be received.
23. When colors are to be hoisted on 4th of July.
24. No national flag except the American shall be used in dressing ship.
25. Salutes on the 22d of February and 4th of July.
26. Commanders of vessels in foreign ports to give notice to authorities of any anniversary it is intended to celebrate.
27. Salutes to diplomatic corps.
28. Forts, &c., of the United States not to be saluted.
29. Salutes from foreign vessels to be returned, how.
30. Commanders on visiting foreign ports to make first visit.
31. Vessels of the United States may salute a foreign place, when.
32. Vessels of the United States may salute a foreign vessel.
33. United States vessels may hoist flags of other nations and fire salutes, when.
34. Honors to foreign naval or military officers visiting United States vessels.
35. A United States vessel in a foreign port shall conform to the established usages of the place.
36. Foreigners of distinction may be saluted.
37. Vessels of the United States mounting less than 10 guns not to fire a salute with a greater number, unless.
38. Vessels prohibited from firing salutes.
39. United States not to lower their flags or sails, unless.
40. Funeral honors to a President or ex-President of the United States.
41. Funeral honors to the commander-in-chief of a fleet, squadron, or division.
42. Funeral honors to other commission officers, masters, and secretaries to flag-officers.
43. Funeral honors to warrant officers.
44. Funeral honors to petty officers and persons of inferior ratings.
45. Funeral honors to members of the marine corps.
46. Funeral honors to others of the navy who may die on board.
47. Funeral honors not to be paid to officers not on duty, except to senior captain, except.
48. Military honors to be paid between sunrise and sunset.

49. Commanders of squadrons will call on ministers and chargé d'affaires; captains on them and consuls general.
50. Ceremonies to be observed by officers in boats.
51. Ceremonies to be observed at the gangway.
52. Ceremonies at the gangway may be dispensed with.
53. When commanders of squadrons or single vessels are absent at night.
54. Starboard gangway for use of commission and warrant officers.
55. Ladders used by commission and warrant officers.
56. All officers to salute when they meet.
57. Officers coming on quarter deck to salute.
58. Officers to show respect to foreign officers.
59. No officer under rank of captain to hoist a broad pendant.
60. Captains entitled to broad pendants.
61. When two or more captains meet.
62. A captain may shift his broad pendant from one vessel to another of his fleet.
63. Pendant of the commander of a squadron not to be worn by any vessel, unless.
64. During the absence of commander-in-chief in a foreign port, his pendant to be worn by vessel commanded by officer next in rank, except.
65. National anniversaries falling on a Sunday.
66. Vessel joining a commanding officer on Sunday may salute on Monday.

CHAPTER VI.

THE COMMANDER-IN-CHIEF OF A FLEET OR SQUADRON.

1. Shall inform himself of the condition of his command.
2. He will use every exertion to equip his fleet expeditiously.
3. His command to be kept in perfect condition for service.
4. Reports to be made immediately before sailing.
5. To be frugal in the expenditure of stores and provisions.
6. To make no alterations without consent of the Secretary of the Navy.
7. To direct frequent examinations of hospitals.
8. All requisitions for supplies to be approved, by whom.
9. Approving officer must satisfy himself that articles and quantity are required.
10. Copies of bills to be forwarded to proper bureau.
11. When there is no regular agent he may employ one, and to prefer consul.
12. To exercise vessels under his command whenever circumstances permit.
13. To cause boats to be inspected when armed and manned.
14. To inspect the vessels under his command.

15. To be attentive to conduct of officers and men in battle.
16. May transfer or suspend officers under his command, and report to department.
17. He will issue general orders regulating leaves of absence.
18. He will make semi-annual reports to the Secretary of the Navy. Quarterly reports.
19. He will correspond regularly and frequently with the department.
20. He will forward monthly returns of the state and condition of fleet.
21. He will keep copies of all orders and letters.
22. To forward plans or suggestions for improvements.
23. When about to return home, he will leave all surplus provisions.
24. Not to resign his command without the consent of the Secretary of the Navy, except.
25. When he resigns, he will surrender all orders, copies, &c.
26. Should he be killed in battle, his pendant to be kept flying.
27. If obliged to leave his station on account of ill-health, the officer next in command to succeed.
28. Officer succeeding to command to relinquish it as soon as a successor arrives.
29. To examine and compare internal regulations of vessels.
30. He shall direct course to be steered.
31. When he takes immediate command of vessel.

CHAPTER VII.

COMMANDERS OF SQUADRONS AND DIVISIONS OF FLEETS.

1. They are responsible to commander-in-chief.
2. Reports, returns, and requisitions, to whom and how made.
3. Commanders of squadrons or divisions may correct mistakes or the negligence of ships in another squadron, &c.
4. If he sees a vessel avoiding battle, he may take the measures the case requires.
5. To inspect vessels before going to sea and on returning to port.
6. To make all necessary signals when the commander-in-chief does not manœuvre the fleet in detail.
7. Reports, after battle, of the conduct of officers.
8. Orders to the commander of the vessel in which commander of division is embarked.

CHAPTER VIII.

CAPTAIN OF A FLEET.

1. He will be in same vessel with commander-in-chief.
2. He will keep a journal of the operations of the fleet.
3. He will transmit all orders from the commander-in-chief.
4. He will report neglect or disobedience of orders.
5. Register of orders to be kept.
6. Register of number and dates of all orders.
7. He will see that officers called on board to receive orders come provided with an order book.
8. All signals to be inserted in a register.
9. He shall be subject to the orders of the commander-in-chief.
10. On other service he will take rank according to his commission.
11. A commander, when appointed as aid to commander-in-chief, will act as captain of the fleet.

CHAPTER IX.

SECTION 1.

COMMANDERS OF VESSELS.

1. Examination of vessel when appointed to command.
2. Report to commanding officer of navy yard defects or deficiencies.
3. He will be particular in examination and reports when vessel is transferred to his charge.
4. He will exercise no authority over the vessel until she is delivered to him.
5. Examination and formal transfer of the vessel.
6. The act for the government of the navy will be read.
7. He will be held responsible after assuming the command.
8. He will prepare internal regulations.
9. He will use every exertion to complete her arrangements, and make weekly reports.
10. A statement of the vessel's condition and qualities will be furnished him.
11. Shall station officers and crew as soon as possible, exercise them frequently, and have station bills made out and hung up.
12. He will clear for action when approaching a vessel-of-war at sea.
13. In preparing a vessel for action, &c., to follow instructions of Bureau of Ordnance.
14. He shall not exceed the established number of men in each rating, except.

15. Quarterly returns of the state of the crew.
16. Men not to part with their clothing, except.
17. Encouragement for good behavior.
18. Reports of punishments.
19. Monthly reports in the United States and bi-monthly reports on a foreign station.
20. Encouragement to officers to improve themselves; midshipmen to keep journals.
21. He may require certain officers to make observations and report them.
22. Certain officers to provide themselves with a sextant or octant and some approved work containing tables for ascertaining the ship's place.
23. On being transferred from one vessel to another he may take certain persons with him.
24. Books and papers that he will deliver to his successor.
25. He will leave his successor a muster book and expense book.
26. He will leave his successor a report of the qualities of his vessel.
27. Women not to be taken to sea.
28. To keep the sea the time required by his orders.
29. To visit no port not designated in his instructions.
30. He will give convoy to the vessels of the United States and to others entitled to protection.
31. He must explain satisfactorily the cause of separation from a fleet or squadron.
32. He will facilitate examinations by custom-house officers of the United States.
33. No public punishment nor general exercise to be ordered while a superior is on board.
34. Boys of the ship to be instructed.
35. Apprentices are not to serve as waiters, but are to be instructed.
36. Vacancies among petty officers, how filled.
37. Instruction to ordinary seamen and boys.
38. Report of all passengers.
39. He will be governed by regulations for commanders-in-chief.
40. Bill of health.
41. Remark book.
42. Spare spars, sails, &c., to be tried in their places before going to sea.
43. Divine service.

SECTION 2.

PRESERVATION OF THE SHIP.

1. One of the three or one of the two senior officers to be at all times on board. Leaves of absence restricted.
2. Lieutenants to be watch officers in all vessels, except.

3. No officer other than those named in two preceding articles to have charge of watch, unless.
4. Crew to be allowed to go on shore.
5. Liberty book.
6. Conduct book.
7. Cables to be bent when approaching land.
8. Hand leads to be used where ship is in less than 21 fathoms.
9. In going into port or near shoals regular soundings to be taken.
10. Report to be made in case the vessel gets on shore.
11. Precautions when ship comes to anchor.
12. Chain cables to be guarded against corrosion, and inspected.
13. Lightning conductors.
14. Meteorological, barometrical, and sympiesometrical observations to be taken and recorded.
15. He will guard against fire.
16. Lights and fires to be carefully guarded.
17. Reading in bed by candle or lamp light forbidden; smoking restricted to certain parts of ship.
18. Precautions when spirit room is opened.
19. Lights not to be taken into spirit room.
20. No spirituous liquors to be taken on board without his permission.
21. Precautions when powder is taken on board.
22. The magazine never to be open without his consent.
23. The vessel is to be kept well caulked.
24. In case of shipwreck he will save all he can, particularly certain books and papers.
25. He will carefully preserve or destroy signals, secret orders, &c.
26. He will preserve strict discipline and prevent irregularities.
27. In case of shipwreck he and his officers and crew will return to his station or to the United States.
28. If shipwrecked within the United States he will repair to the nearest navy yard or station and report.
29. He will, in case of capture, destroy all signals or other papers.
30. He will not make any alterations in the internal arrangements of the vessel, except.
31. Lights, when and where to be carried.
32. Night order book.

CHAPTER IX.

SECTION 3.

PRESERVATION OF THE MEN.

1. Cleanliness, dryness, and pure air. Wet clothes and bedding not to be taken below.
2. Inspection of the vessel.
3. The decks to be frequently cleansed and dried.
4. Bedding and clothing to be aired and cleansed.
5. The men not to sleep where exposed to night dews.
6. The men shall bathe and wash.

7. Attention to be paid to the suitable clothing of the men.
8. Boats' crews to have their breakfasts before leaving vessel, &c.
9. Boats not to be detained on shore after watch is set, unless.
10. Prevent all unnecessary exposure of men.
11. He will guard against improper use of fruit.
12. He will order such issues of clothing as may be required.
13. Water not to be drank until it is clear of impurities.
14. Men not to be placed on an allowance of less than one gallon of water, except.
15. Issues of fresh meat and vegetables.
16. Induce the discontinuance of spirit ration, provided.
17. Attention to the comfort of the sick and wounded.
18. Sick reports, &c.
19. Men sent to hospital.
20. Men sent to a hospital in United States from a vessel in commission to be borne on ship's books.
21. Before a vessel sails application must be made for men in hospital.
22. Clothing furnished to persons in hospital.
23. Accounts of persons left in hospital.
24. Precaution not to board a vessel that would be subject to quarantine.
25. Yellow flag to be hoisted when vessel is subject to quarantine.
26. Life-buoys to be kept ready for service.
27. Quarter boats to be kept in readiness for lowering.
28. Lives of men not to be exposed unnecessarily.
29. If course directed to be steered when sailing in squadron is leading into danger, he will give notice.

SECTION 4.

PRESERVATION OF THE STORES.

1. Inventories to be furnished and accounts to be kept.
2. Account of stores when the ship is paid off or placed in ordinary.
3. He will examine returns, requisitions and accounts.
4. In making or approving requisitions he is not to exceed allowances.
5. Economy and care in expenditures.
6. In case a cable be cut, slipped, or parted.
7. Disposition of stores when a vessel is placed in ordinary.
8. Disposition of empty barrels or packages.
9. Disposition of "slush" money.
10. He will not land stores unless ordered, and will reship them unless otherwise directed.
11. Masts not to be strained in setting up stays, &c.
12. How lower and topmast stays and shrouds are to be set up.
13. Ship's company to be mustered before going to sea. Muster-roll to be kept and forwarded to the Secretary of the Navy.

CHAPTER X.

COMMANDER OF A STEAM VESSEL.

1. To use diligence to acquaint himself with the construction of engines.
2. To ascertain the usual daily consumption of coals.
3. To guard against spontaneous combustion.
4. Cleanliness and ventilation to be secured.
5. Before leaving port to take on board all spare gear and to land none.
6. He will allow firemen time to remove incrustations and deposits.
7. To make repeated trials of the best means of using steam, of the amount of coals required, &c.
8. Not to use steam, except.
9. To report the number of hours the vessel was under steam.
10. Precautions when steam vessel is met.
11. Precautions when passing a steam vessel.
12. Precautions when meeting a sailing vessel.
13. Lanterns to be kept in good order.
14. Examination of the engines, &c., when the steamer arrives in port.
15. Proposed alterations not to be entered in list of defects.
16. Boilers to be filled with fresh water before going to sea.
17. Repairs of engines to be made by engineers.
18. Force-pumps to be kept in order.
19. Bilge-pumps not to be used on ordinary occasions.
20. Steam log.
21. Steam log to be handed to commander daily.
22. Steam log to be transmitted to the Bureau of Construction, &c.
23. Steam engineers to conform to orders.
24. Engineers to be arranged in watches.
25. Senior engineer to prepare and submit station bills.
26. Senior engineer to make daily inspection of the engines.
27. Oat meal to be supplied for firemen and coalheavers.
28. Air below to be rarefied when fires have not been lighted for a considerable period.

CHAPTER XI.

EXECUTIVE OFFICER.

1. Who shall be executive officer.
2. He shall have general superintendence.
3. He shall have quarters, watch, and station bills made out.
4. He will examine ship daily.

5. He shall require reports from the master, boatswain, gunner, carpenter, and sailmaker.
6. He shall report the condition of the vessel in the evening.
7. Have control of expenditure of stores.
8. He will require vigilance and conformity to orders.
9. He shall have charge of deck, when.
10. He shall report defects or deficiencies.
11. He shall have charge of cistern and store-room keys.
12. Never to absent himself from the vessel, except.
13. Not required to keep watch, unless.
14. He may advise the officer of the deck, when.
15. He shall inform himself of the capacity of each man on board.
16. His duty in case of fire.
17. Shall attend when magazine is opened.
18. Must know when persons leave or return to the ship.
19. To act when captain is absent.
20. To correct abuses and report violations of laws.
21. When a boat leaves the ship at sea, to be provided with a compass.
22. Quarter boats, how to be prepared for sending from ship at sea.

CHAPTER XII.

SECTION 1.

LIEUTENANTS.

1. To be attentive to duty and obedient to orders.
2. To conform to the practice and words of command of the executive officer.
3. Shall carry an order book when called on board flag ship to receive orders.
4. To be attentive to the men of his division.
5. To have charge of a boat.

SECTION 2.

WATCH OFFICERS.

1. His duties when in charge of the watch.
2. He will sign the log-book.
3. Shall give information to the captain.
4. He is not to change the ship's course, nor to alter sails, except.
5. To direct an officer to look out for signals.
6. To make no signals, except.
7. He will inform his relief of all unexecuted orders.

8. His duty when boats are alongside the ship.
9. No boat to remain alongside without a boat-keeper.
10. To take account of stores received on board and sent from vessel.
11. Crews of boats to be properly clothed; men belonging to boats cannot exchange.
12. Not to enter into conversation.
13. When a strange sail is seen at night during war.
14. Uniform of the officer of the watch.
15. Officers and others coming to or leaving the ship shall receive proper respect.
16. When offences are committed by day or night.
17. He will preserve decorum on the quarter deck.

CHAPTER XIII.

MASTER.

1. He will superintend the stowage, &c., of the vessel.
2. Oldest provisions to be so stowed as to be first issued.
3. Entries to be made in log-book in regard to stowage.
4. Plans of the stowage of the hold to be made.
5. Plans of stowage to be furnished commander of vessel.
6. Plans of stowage to be furnished commander of yard.
7. He will visit hold and cable tiers frequently.
8. He will have charge of hold and spirit room keys.
9. He will see that the cables are secured and protected from injury.
10. He will examine chain cables, &c.
11. He will see that the rigging, &c., is in good order.
12. He will prevent waste of fuel and water, and report expenditure of each.
13. His duty when approaching land or shoals.
14. He will examine charts and note errors.
15. He will examine compasses, time-glasses, &c.
16. He will report ship's place at meridian, and bearing of nearest headland.
17. He will have charge of all nautical books, charts, flags, &c.
18. He will have charge of the keeping of the log-book; his duties in reference to the same.
19. Log-book; entries to be made therein.
20. After the log-book is signed no alteration is to be made, except.
21. A fair copy of the log-book will be transmitted to the Navy Department.
22. Log-book, how disposed of.
23. Remark book.

Particulars relating to navigation, which he will note.
Latitude.
Longitude.
Variation of compass.
Tides.
Winds.
Wet and dry seasons.
Hurricane seasons.
Temperature of chronometer room.
Latitude and longitude of places.
To obtain lunar distances.
He will note the variation of the compass.
Local attraction to be determined.
He will ascertain particulars respecting currents and tides.
He will describe appearance of foreign coasts and landmarks.
He will sound and survey, and project the results.
To note inaccuracies in charts.
Captain to examine remark book.
A copy thereof, and of all charts, plans, and views, to be forwarded to the department.

24. He will not keep watch, unless.
25. All vessels to be furnished with a skeleton chart.
26. In case of removal or suspension, he will deliver log-book to his successor.

CHAPTER XIV.

PASSED MIDSHIPMEN.

1. Attention, zeal, and diligence enjoined.
2. To require punctuality in those under.
3. Instruments and books with which they will supply themselves.
4. Daily observations.
5. Journal.
6. They are to be preferred for more responsible duties.

CHAPTER XV.

MIDSHIPMEN.

1. They shall keep themselves provided with uniforms and instruments.
2. They will ascertain daily the position of the ship.
3. They will keep journals.
4. They will attend to the means of instruction provided for them.
5. They are not to absent themselves from the ship, except.

CHAPTER XVI.

BOATSWAIN, GUNNER, CARPENTER, AND SAILMAKER.

SECTION 1.

1. They and the yeoman will examine all articles and stores for their departments and report.
2. Their responsibility in regard to articles not in actual use.
3. They shall conform to dimensions of articles as prescribed.
4. Surveys upon stores injured, &c.
5. They will be watchful, and report neglect or misconduct in the yeoman.
6. Their duties when a ship is about to be dismantled.
7. Reports to executive officer.

SECTION 2.

BOATSWAIN.

1. Attendance upon deck.
2. To examine rigging.
3. Working up junk.
4. Preparation for battle.
5. On paying off.

SECTION 3.

GUNNER.

1. Charge of anchor and life-buoys.
2. Charge of lower and mainyard rigging.
3. Charge of small arms.
4. Report of expenditure of powder, &c.

SECTION 4.

CARPENTER.

1. Masts and yards to be examined daily.
2. Lower deck ports to be examined.
3. Pumps to be kept in good order.
4. Boats, ladders, and gratings.
5. Shot plugs for stopping shot holes.
6. List of defects to be prepared on going into port.
7. Caulking ship's sides and decks.

SECTION 5.

SAILMAKER.

1. To examine sails when received on board.
2. To see that sails are dry.
3. To keep sails tallied and stowed away.
4. To inspect the sails.
5. When sails are landed.

CHAPTER XVII.

CHIEF ENGINEER.

1. He will make himself acquainted with engines and appurtenances, and see that they are in proper order.
2. He will cause the assistant engineers to acquaint themselves with all parts of the engines.
3. He will see that his stores are sufficient and well stored away.
4. He will make out station bills for the engineer department.
5. Reports that he will make.
6. Account of expenditure of coals, stores, &c.
7. He will have the control of the men in his department.
8. He will control their going on shore.
9. He will inspect his department daily, and see that all persons in it do their duty.
10. He will encourage the assistant engineers to improve themselves.
11. Examination of the quanity of coal in bunkers.
12. He will commence cleaning and repairing on discontinuance of steaming.
13. Engineer watches.
14. In the absence of the chief engineer.
15. Duty in reference to steam log.
16. One engineer to be always on duty in engine room.
17. When engines are working, hourly reports to be made to officer of the deck.
18. Firemen are to be instructed.

CHAPTER XVIII.

FLEET SURGEON.

1. Duties of a fleet surgeon.
2. To co-operate with the chief of the Bureau of Medicine and Surgery.

3. Prevention of disease.
4. He will specify vessels whose crews are least fit for active service.
5. Persons unfit for the cruise and deteriorated articles to be reported.
6. Journal of daily practice.
7. Note book.
8. Disposition of journal and note book.

CHAPTER XIX.

SURGEON.

1. He will take charge of all medicines, &c.
2. He will conform to regulations and allowances of medicines.
3. Account of receipts and expenditures.
4. He will be allowed a store room.
5. He will be attentive to cleanliness and supply of medicines.
6. Hospital stores instead of rations to sick.
7. Daily report to commanding officer.
8. Binnacle list.
9. Infectious diseases.
10. Examination of the men when they join the vessel.
11. Persons to assist in preparing food for the sick.
12. To be prepared to relieve wounded.
13. Tourniquets to be distributed prior to an engagement.
14. Sick sent to hospital.
15. Examination of articles in bumboats.
16. Journal of daily practice.
17. Note book.
18. Return of the articles in his charge when vessel is placed in ordinary.
19. Reports and surveys on persons who receive wounds that may entitle them to pensions.
20. Persons left in hospital.
21. Reports on persons in hospital who are convalescent.

CHAPTER XX.

PASSED AND OTHER ASSISTANT SURGEONS.

1. They shall see that medicines are properly prepared.
2. They shall perform the duties assigned to them and conform to orders.
3. The oldest passed or other assistant surgeon will perform the duties of surgeon.

CHAPTER XXI.

PAYMASTER.

1. He will make requisitions.
2. Approval of requisitions.
3. He will furnish the approving officer with a written statement of the amount in his hands.
4. When he has received or paid over public moneys without previous sanction.
5. No money in his charge is to be paid away without authority therefor.
6. Suitable store-rooms to be prepared for his stores.
7. No paymaster's stores to be sent from the vessel without an order.
8. No articles stowed in spirit room or hold to be stowed elsewhere, unless.
9. He shall report articles of improper quality.
10. When an officer joins his ship he will furnish the paymaster with a copy of his orders.
11. He shall be informed of all resignations, dismissals, &c.
12. The paymaster is to be notified when any person is to be discharged, &c.
13. He will be furnished with a list of the names and the number of the messes of the men.
14. Accounts of men transferred.
15. He may nominate ship's steward.
16. Iron chests, &c., shall be furnished him.
17. Bills or accounts.
18. Issues of money, clothing, and small stores.
19. When he purchases clothing upon a foreign station.
20. When articles shall be packed in bales, packages, or casks, they shall be opened in the presence of an officer.
21. Articles condemned by survey.
22. No change to be made in allowance of provisions, except.
23. No one to draw more than his allowance of ration.
24. Persons may relinquish spirit part of ration, provided.
25. Rations that messes may relinquish.
26. Persons in debt to be paid no money, except.
27. He shall not pay to administrators, unless.
28. Reports of expenditures.
29. Bills of exchange.
30. Quarterly reports of expiration of men's service.
31. He shall take charge of dead men's effects.
32. His books and accounts to be kept as directed.
33. Officers may draw portion of rations under certain circumstances.

CHAPTER XXII.

CHAPLAIN.

1. Respect to the chaplain.
2. He will be attentive to the performance of his duties.
3. To perform divine service when required.
4. He will attend to the requests of persons requiring his attendance.
5. Religious instruction of boys, &c.
6. Instruction of the boys in the elementary branches of education.
7. Chaplain's reports.

CHAPTER XXIII.

PROFESSOR OF MATHEMATICS.

1. He will give his attendance when required, and instruct midshipmen and others.
2. He will report quarterly.

CHAPTER XXIV.

MASTER-AT-ARMS.

1. He will see orders about lights &c., enforced, and report improprieties.
2. He will examine all craft alongside.
3. He will report prisoners.
4. Charge of clothing.
5. Ship's corporal to be subordinate to him.

CHAPTER XXV.

YEOMAN.

1. He will receipt and be responsible for stores.
2. He will take precautions against fire, &c.
3. The accounts he shall keep shall be according to forms prescribed.
4. His accounts shall be presented weekly to the executive officer.
5. His abstract expense books shall be presented to commanding officer.
6. His duties when a vessel is paid off or placed in ordinary.
7. One quarter of his salary to be retained, except.

CHAPTER XXVI.

COOK.

1. He is responsible for fresh meat in his charge. Meat must be tallied.
2. Rations to be properly cooked.
3. Boilers, &c., to be kept clean; shall preserve order.
4. To allow no unauthorized cooking.

CHAPTER XXVII.

PETTY OFFICERS AND PERSONS OF INFERIOR RATINGS.

1. They shall set a good example to their inferiors.
2. They shall aid in maintaining order and discipline.
3. To be distributed among the messes.
4. Every admissible indulgence will be allowed them, except.
5. Badge to be worn for honorable discharges.
6. Maintenance at Naval Asylum.
7. Boys in messes; to be berthed by themselves.
8. Education of boys.

CHAPTER XXVIII.

MARINES.—MARINES WHEN IN VESSELS.

1. When a vessel is put in commission, a guard is to be sent on board.
2. Commanding marine officer to be notified when the vessel is ready for their reception.
3. They are to be entered separately on ship's book.
4. Senior marine officer will report daily in writing.
5. Locker for uniforms, &c.
6. Not to be diverted from appropriate duties, except.
7. A musket rack to be constructed.
8. They may be furnished with slop clothing.
9. Commanding marine officer to have charge of arms.
10. Officer to be allowed a store-room.
11. Detachments will be accompanied by one commissioned officer.
12. They are to be frequently exercised.
13. Marines serving at great guns.
14. When not on guard they are subject to orders of sea officers.
15. General and special orders.
16. Reports of misbehavior, to whom made.
17. No officer of inferior relative rank shall give orders to a marine officer.

18. Detachments of marines and sailors who shall command.
19. A navy officer who has succeeded to a command shall be entitled to command all detachments of sailors and marines from his ship.
20. Precedence at courts martial, &c.
21. Commanding marine officer to attend to the comfort, &c., of his men.
22. He will have charge of arm chest.
23. Repairs of arms and accoutrements.
24. Non-commissioned officers may be reduced and promoted.
25. Accounts that senior marine officers shall keep, and disposal thereof.
26. One officer shall be on board at all times, except.
27. They shall remain on board until the vessel is turned over to officers of the yard.
28. Liberty on shore.

CHAPTER XXIX.

OFFICER OF DETAIL.

1. Officer of the rank of captain to be attached to the Navy Department as officer of detail.
2. He will keep a register of the service of officers.
3. He will submit to the Secretary of the Navy a list of officers for a vessel preparing for sea.
4. He will equalize the service of officers.
5. Record that he shall keep.
   Applications.
   Declining service.
   Returning before completion of service.
   Charges or complaints.
   Leaving a service before its completion.
   Facts or information useful to the department.

CHAPTER XXX.

GENERAL MUSTER-BOOK.

1. Muster-book.
2. Marks opposite names in muster-book.
3. How entries are to be made.
4. Navy Department will prescribe form of muster-book.
5. Desertion.
6. Desertion.
7. Desertion.

CHAPTER XXXI.

PAY AND ALLOWANCES.

1. Travelling expenses.
2. Travelling pay when a vessel returns from foreign service and is paid off.

3. Passage of an officer with recruits on board a vessel.
4. Passage money of an officer ordered to join a vessel on a foreign station.
5. Duty pay of commission and warrant officers.
6. An officer sick on duty at a place where there is no medical officer of the navy.
7. Officers returning from a foreign station as passengers under orders, or sick.
8. Officers who claim pay under an order or acting appointment.
9. When the pay of secretaries and clerks shall commence.
10. When an officer not attached to a vessel or station claims pay of a paymaster.
11. Officers applying for pay to the Fourth Auditor, who are not regularly paid by him.
12. Officers in debt to the United States may receive one ration or its value.
13. A library may be allowed to vessels in commission or navy yards.
14. Funeral expenses of persons dying in actual service.
15. The pay of persons who are examined and promoted shall commence with with that of others of their date.
16. Allotment of pay.
17. When allotments shall commence and how long they may continue.
18. Allotments to be made in duplicate, to be approved, &c.
19. No allotment or power to receive pay to be irrevocable.
20. No allotment to be made by an officer unless on duty and absent from family.
21. Travelling allowance not allowed to an officer who is relieved from orders at his own request.

CHAPTER XXXII.

FURLOUGHS AND LEAVES OF ABSENCE.

1. No officer to leave the United States unless with the permission of the Secretary of the Navy.
2. Within the United States, Secretary of the Navy alone can grant leave for more than a week, except.
3. Commanding officers within the United States can grant leave of absence of not over a week: provided.
4. Commanders-in-chief or of navy yards or stations not to leave their commands for more than a week, except.
5. Commanders of fleets or squadrons abroad may grant leave to return to the United States.
6. Furlough.

CHAPTER XXXIII.

RECRUITING SERVICE.

1. Strict and constant attention to duty required.
2. Junior officers to act as assistants and not as substitutes, unless.
3. Age, stature, and qualifications of recruits.

4. Persons not to be entered as petty officers, except.
5. Free colored persons not to be entered without permission.
6. Officer in command of rendezvous and medical officer shall concur in opinion.
7. If a recruit receives an injury after enlistment and before he appears on board the receiving ship.
8. When persons are entered for particular ratings with complaints or injuries.
9. The law regulating enlistments to be printed on shipping articles, and both to be read to recruit.
10. No intoxicated person to sign shipping articles. No felon to be enlisted.
11. Advance of pay and bounty.
12. Advance money, when it may be paid.
13. Persons who receive advance shall supply themselves with clothing.
14. Recruits brought on board receiving ship shall not be received if so intoxicated as to require constraint.
15. Receipts that recruiting officers must produce.
16. Amount to which recruiting officers are restricted.
17. Recruiting officer shall report weekly.
18. Vessels of the navy to have shipping articles; cases in which persons may repair on board without passing through the rendezvous.
19. In case of doubt as to age, oath to be taken.

CHAPTER XXXIV.

HONORABLE DISCHARGES.

1. Honorable discharges as testimonials of fidelity and obedience to be granted.
2. Commander will report names of crew entitled to honorable discharges.
3. A person who receives an honorable discharge will be allowed three months' pay on re-enlistment.
4. The three months' pay under an honorable discharge to be considered "good conduct money."
5. Loss of honorable discharge.
6. Endorsement on honorable discharge upon re-enlistment.
7. Advance of pay.
8. Person holding an honorable discharge, physically disqualified.
9. Reference to be made to re-enlistments under honorable discharges on returns of enlistments.
10. Discharge of a yeoman.
11. Honorable discharges to invalids sent to the United States from a foreign station.
12. Men discharged at their own request not entitled to honorable discharges.

CHAPTER XXXV.

RECEIVING VESSELS.

1. Commander of receiving vessel shall take charge of recruits.
   The paymaster to receipt for them.
   If considered unfit for service they are to be re-examined and report made to the Secretary of the Navy.
2. Description list to be made out.
3. Transfer of recruits.
4. Clothing to be examined, marked, and a list made out.
5. Recruits shall receive no advance clothing, stores, or money, except.
6. Recruits to be exercised and instructed.
7. Desertions to be prevented.
8. Recruits not to be rated as petty officers.
9. Recruits not to be employed on other duties than those connected with the equipment of vessels.
10. When transfers are made to a sea-going vessel, a due proportion of each class of recruits to be selected.
11. In case of complaint of commander of a sea-going vessel, a survey of the men transferred to be made.
12. Commander of the receiving vessel to select draught for sea-going vessel.
13. Transportation of recruits from one station to another.
14. Officers attached to a receiving vessel to live on board and conform to general regulations for other vessels in commission, expect.

CHAPTER XXXVI.

SURVEYS.

1. The persons whom it shall be proper to employ to inspect or survey.
2. Applications for surveys to be made in writing; by whom and how made.
3. Two commission officers will be selected to survey articles reported defective.
4. Surveying officers may call for information upon the subject under consideration.
5. How the report of surveying officers shall be made.
6. When surveying officer receives information in relation to articles under survey from the person who has charge of them.
7. Survey to ascertain the quantity of articles.
8. Stores or provisions are not to be thrown overboard, unless.
9. Survey and report to be made when an officer in charge of money or articles shall die, &c.
10. Survey on an officer whose health requires that he shall leave a station.

11. Survey to ascertain title to a pension.
12. Officer ordered on a survey to use attention, fidelity, and impartiality.
13. Copies of surveys, how forwarded.
14. Quantities to be stated at length, and not in figures.

CHAPTER XXXVII.

CORRESPONDENCE AND REPORTS.

1. Communications that are to be addressed to the Secretary of the Navy.
2. Communications to be addressed to the different bureaus of the Navy Department.
3. When the same communication is made to the Secretary of the Navy and to a bureau, the writer shall so state.
4. In cases of doubt, communication will be addressed to the Secretary of the Navy.
5. How communications, reports, or requests are to be made and transmitted.
6. Official rank must be annexed to signature.
7. The operations of the vessel are not to be commented upon in private correspondence.
8. Copies of the letters to be kept and official documents filed.
9. Receipt of orders, &c., to be acknowledged.
10. Official communications not to be published.
11. Size of the paper on which official communications are to be made.
12. Letter-books, &c., to be kept at navy yards and stations.
13. Reports in relation to official conduct of officers to be communicated to them, unless.

CHAPTER XXXVIII.

APPROVAL OF REQUISITIONS AND ACCOUNTS.

1. Definition of the approval of a requisition, and such approval will have the force of an order.
2. Purchases by an agent of the Navy Department.
3. Duties of the officer who shall receipt for articles purchased by an agent.
4. No receipt to be given unless inspecting officers have approved the articles.
5. The approval of a commanding officer to a muster book is a certificate of its correctness.
6. Approval of a commanding officer is a certificate of correctness of certain parts of a roll or account.
7. The approval of an officer to a bill for articles purchased or services rendered.

8. Approval of an officer that will authorize the payment of money.
9. An officer relinquishing a command will see that all bills are settled, &c.
10. Commanders of fleets or single ships to approve bills before leaving port.
11. Accounts to bear date of approval.

CHAPTER XXXIX.

OFFICERS' APARTMENTS, SLEEPING BERTHS, AND MESSES.

1. Apartments of officers on board ships-of-the-line.
2. Apartments of officers on board a frigate.
3. Apartments on board a ship on which the commander of a squadron is embarked.
4. Apartments of the commander of a squadron and a captain on board a frigate without a poop.
5. Any difficulty in arranging apartments will be referred to the Secretary of the Navy.
6. Apartment of a captain of the fleet.
7. Sleeping apartments of wardroom, steerage, and other warrant officers.
   Lieutenant embarked as aid to commander of a squadron.
   Choice of rooms between lieutenants of marines, *not* in command of guard, and assistant surgeons.
8. Room for chief engineer.
9. Choice of apartments of steerage officers.
10. Apartments of supernumerary officers.
11. Officers will mess in the apartments assigned them.

CHAPTER XL.

THE COMMANDING OFFICER OF A STATION.

1. Geographical limits of command to be prescribed.
2. All reports and requisitions to be made to him.
3. He will conform to the regulations prescribed for commanders of fleets for procuring supplies, &c.
4. He will exercise no authority over navy yards, except.
5. He will inspect vessels not commanded by his seniors.
6. When the vessel to be inspected is under the orders of a superior, how to proceed.
7. Inspecting officer of ship to ascertain if any alterations have been made.
8. Receiving vessel and recruiting service under his command.
9. Commanding officer of a navy and of a station when temporarily absent.

CHAPTER XLI.

NAVY YARDS.—COMMANDING OFFICER.

1. He will exercise entire control, and be responsible for public property.
2. His duty in regard to the employment of mechanics.
3. Working hours. Rates of wages.
4. Approval of rolls and bills.
5. He shall see that all perform their duties, and that reports are duly made.
6. Lights and fires to be extinguished.
7. Fire-engines to be kept in order. Organization of a fire department.
8. Refusal of a workman to perform duty in a fire company good cause for removal.
9. Frequent examinations of engines and apparatus. A person to be placed in charge.
10. Fire alarm.
11. Fire apparatus to be used to extinguish fires near the yard.
12. Reports to be approved by commanding officer.
13. No alterations in the arrangements of the yard to be made, except.
14. Slaves not to be employed, except.
15. Password and countersign.
16. Police regulations.
17. Journal.
18. He shall exercise no authority over vessels in commission, except.
19. When a vessel is placed in ordinary.
20. Commander of vessel to point out deficiencies.
21. Officers and others of a vessel undergoing repairs shall assist in equipping her.
22. Crew of a vessel undergoing repairs to be removed to some other vessel or quarters.
23. Vessels in commission not to be repaired without permission, except.
24. He will report to Bureau of Construction.
25. Equipment of a vessel for service to be under his direction.
26. He will see that the commander of the vessel has plans of stowage.
27. Account to be opened against a vessel ordered to be built, repaired, or equipped.
28. Requisitions.
29. He shall keep a bill-book.
30. Navy officers to have charge of rigging, arming and equipping, dismantling, &c., all vessels at the yard.
31. Distribution of workmen employed in the yard.
32. Scrutiny of articles passing in and out of the yard.
33. Mechanics and others to conform to regulations.

34. No smoking allowed in the yard, except.
35. Entering gates to be closed at sunset.
36. No alterations to be made in the equipment of a vessel, except.
37. Reference to art. 2, sec. 4, chap. IX, in regard to ship's stores.
38. Two senior officers to be at all times in the yard.
39. One officer to be at all times in the yard.

CHAPTER XLII.

NAVY YARDS.—SECOND IN COMMAND.

1. He will perform the duties assigned to him by his commanding officer. During absence of commandant he will take command. Not to alter regulations.
2. He will regulate the police and correct the abuses.

CHAPTER XLIII.

NAVY YARDS.—LIEUTENANTS.

1. Responsibility of senior lieutenant.
2. Muster of the mechanics and laborers.
3. Absence of senior lieutenant.
4. Junior lieutenant to do duty of master.

CHAPTER XLIV.

NAVY YARDS.—NAVAL CONSTRUCTOR.

1. Duties of the constructor.
2. He will conform to instructions.
3. Discharge of workmen.
4. He will prevent waste of timber; returns to be made.
5. Where defects are discovered not previously known.
6. Examination of vessels upon the stocks and in ordinary.
7. Defective timber to be considered "refuse timber."
8. Requisitions.
9. Returns.
10. Docking a vessel.
11. Undocking a ship.

CHAPTER XLV.

NAVY YARDS.—CONSTRUCTING, OR CIVIL ENGINEER.

1. He will act under the direction of the chief of the Bureau of Yards and Docks.

2. Objects over which he has superintendence.
3. He will conform to instructions and prepare plans and estimates.
4. Yearly statement to commandant.
5. He will offer suggestions to the commandant.
6. Report of laborers required.
7. Selection of materials.
8. Certification of bills; reports, &c.
9. Requisition for materials.
10. Reports of master workmen.
11. Responsibility for waste, &c.
12. Mechanics, &c., on temporary duty in his department.
13. Account of expenditure on each object.
14. Appropriations not to be exceeded.

CHAPTER XLVI.

NAVY YARDS.—CHIEF ENGINEER.

1. One shall be attached to each navy yard.
2. Superintendence of workmen in work-shops, foundries, &c.
3. Statement of the number of persons required in his department.
4. Duties required of a civil engineer or architect, required of a chief engineer.

CHAPTER XLVII.

NAVY YARDS.—MASTER WORKMEN.

1. Inspection of stores.
2. Account of labor performed.
3. Control of those under them.
4. Surveys and conversions of materials.
5. Selection and employment of operatives.
6. Account of materials used.
7. No article to be used without their knowledge.
8. Personal attendance.
9. Not to leave the yard without permission.
10. No person dismissed at one yard to be employed at another, except.

CHAPTER XLVIII.

NAVY YARDS.—PAYMASTER.

1. He shall have charge of paying and victualling enlisted persons.
2. He will pay mechanics and laborers.
3. Payments to be made in specie or in funds of equal value.
4. Requisitions.
5. Manner in which his accounts shall be kept.

CHAPTER XLIX.

NAVY YARDS.—NAVY STOREKEEPERS.

1. He shall have charge of all stores and materials,
2. He shall have charge of the keys of all store-rooms, &c.
3. Requisitions.
4. He shall not receipt for articles until invoices are furnished.
5. Articles received in the yard shall be entered in his books.
6. No article to be delivered for any other object than that for which it was received, except.
7. He will issue articles only on written orders or requisitions, except.
8. Articles to vessels in commission to be delivered upon requisitions.
9. He will take receipts.
10. Examination of accounts rendered.
11. After survey upon articles from a ship, shall receive them.
12. He will notify commanding officer when stores are nearly expended.
13. Articles may be used when not of the dimensions, form, or quality specified in requisition, except.
14. He shall have charge of transportation of stores.
15. Articles sent from the yard.
16. His books to be kept as directed by the Navy Department.

CHAPTER L.

NAVY YARDS.—CLERKS OF THE YARD.

1. His duties.
2. Copy of semi-monthly pay-roll to be prepared.
3. An officer will keep a duplicate muster-roll.

CHAPTER LI.

NAVY YARDS.—MARINES IN NAVY YARDS.

1. Detachment subject to orders of commandant of yard.
2. Officer relieving the commanding marine officer to report to the commandant of the yard.
3. Commanding officer to post sentinels and report disposition of the force.
4. Countersign.
5. During the absence of the commandant of the yard.
6. Police and internal government of the marine barracks.
7. Non-commissioned officers may be reduced by commanding marine officer.
8. Leaves of absence.
9. Official communications.

10. Deficiencies in the complements of marines in vessels, may be supplied.
11. Offences by marines on post.
12. They will conform to regulations.
13. Interior police and government of marines in barracks.
14. Reviews and exercises.
15. Transfer of marines from one station to another.
16. Officers to assist in preparing rolls.
17. Officer of the day. Inspection of meals.
18. Marines in garrison to wear prescribed uniform.
19. Apprehension of a deserter.
20. Maintenance at Naval Asylum.

CHAPTER LII.

NAVY AGENT.

1. He will purchase articles not furnished by contract.
2. He shall make purchases and engagements.
3. To have no private interest in articles purchased.
4. To make no sales or purchases, except.
5. To pay no bills without approval and certificate, except.
6. Not to pay bills under one appropriation out of money belonging to another, except.
7. Requisitions.
8. Charter parties, bills of lading, &c.
9. He will make monthly returns.

CHAPTER LIII.

CONVOYS.

1. Written directions and signals to be prepared.
2. List of vessels under convoy.
3. Contraband articles.
4. Vigilance in defending from attack or surprise.
5. Separation to be prevented.
6. Different convoys sailing at same time.
7. Delinquent vessels to be reported.
8. Masters disobeying orders to be refused further protection.

CHAPTER LIV.

PRIZES AND PRIZE MONEY.

1. Captor to preserve all papers, books, &c., relating to prize, and transmit them to the judge of the district court where such prize may arrive.

2. List of officers and crew of a vessel making a prize to be transmitted to Navy Department.

3. Nothing to be taken out of a prize, but everything in her to be brought in.

4. Ill treatment of prisoners-of-war forbidden.

5. Net proceeds of captured men-of-war, privateers, and pirates belong to captors; those of all other vessels to be equally divided between navy pension fund and captors.

6. Bounty for capturing or destroying an enemy's vessel-of-war.

7. Division of prize money.

8. Commanding officers of all vessels assisting at or in sight at the time of a capture shall share in prize money.

9. Shares of a commander doing duty in a line-of-battle-ship; of commanders of vessels in command of fleets, &c., and of all other persons in such vessels.

10. When the commander of a vessel shall be deemed under the command of a flag-officer.

11. Rights of flag-officers to share in prize money.

12. A flag-officer passing through the station of another flag-officer shall not be entitled to share as such in a prize taken out of his station.

13. When an inferior in command of a squadron is sent to reinforce a superior, such superior shall not share in the prizes of the inferior, until. Share of the inferior.

14. Share of prizes of a commander-in-chief, absent from his station.

15. An inferior commander of a squadron, absent from his station unless under orders, will not share in prizes of remaining vessels; nor the commander-in-chief in the prizes of such inferior absent from his station.

16. How prizes shall be shared when vessels belonging to different fleets are joint captors.

17. Share of an officer sent to command a fort or station.

18. Share of a flag-officer with no other flag-officer under his command.

19. Division of the one-twentieth set apart for commanders of fleets, &c., in certain cases.

20. Share of the captain of the fleet.

21. Money accruing to United States to remain forever a fund for payment of pensions and further provision to such as may merit it.

22. In case of difficulty in the distribution of prize money, to be referred to the President of the United States.

CHAPTER LV.

ARRESTS, COURTS-MARTIAL, AND COURTS OF INQUIRY.

1. A superior may *suspend* his inferior.

2. Authority to *arrest* an officer.

3. In making complaints or explanations, officers are to confine themselves to facts.

4. Suspension from duty; superior officer shall call for explanation, &c.

5. If offence is not of a character to require a court-martial, officer shall be restored to duty.

6. If offence is of a nature to require a court-martial, the superior officer shall report to the Secretary of the Navy.

7. When a court-martial is ordered on an officer, charges and specifications are to be prepared, and a copy delivered to the accused.

8. Officer empowered to convene a court may dismiss complaint, or order a court-martial.

9. He may direct what shall be embodied or omitted in the charges.

10. The letter to the president or judge advocate to try charges shall be filed.

11. On release from suspension or arrest, reasons to be given, and accused furnished with a copy. Further proceedings foreclosed when accused is discharged at his own request.

12. Offences shall not be accumulated; offence not to be revived when offender has been reprimanded, except.

13. Offences of a different character not to be embraced in the same charge.

14. Proceedings after a court-martial is convened.

15. Proceedings after the court is sworn.

16. Oath to witnesses.

17. If the president of a court is sworn as a witness.

18. Duties of the president of a court-martial or court of inquiry.

19. List of witnesses and statement of facts to be proved, to be laid before the court.

20. Cross-examination of a witness.

21. Examination of a witness on the part of the accused.

22. Questions to witnesses to be in writing, in case of objection to a question.

23. Proceedings in case of the absence of a member of a court.

24. Defence of the accused.

25. Vote of the members upon each specification.

26. Vote upon the guilt of the accused on each charge.

27. Vote upon the punishment to be inflicted.

28. Proceedings in case a majority shall not agree as to the punishment to be inflicted.

29. Sentence of suspension must state from rank or from duty, &c.

30. Proceedings in each separate trial to be signed.

31. Any member may move a recommendation to clemency.

32. Counsel may be allowed to the accused.

33. Proceedings to be authenticated, if the number of members necessary to constitute a court shall not assemble on the day to which adjourned.

34. Sentences, how communicated.

35. Irregularity or informality to be made known in general orders.

36. No person to be tried for offences committed three years before order for such trial, except.

RHODES HOUSE ★OXFORD

37. An officer dismissed from the navy shall return his commissions and warrants.
38. A provost marshal to be appointed.
39. Duties of the provost marshal.
40. Who shall be appointed provost marshal.
41. Defence must not be published.
42. Marine officers to serve on courts.
43. Officers are to serve on trials of officers of their respective departments.

CHAPTER LVI.

SUMMARY COURTS-MARTIAL.—FORMS AND RULES OF EVIDENCE.

1. Same forms and rules of evidence as general courts-martial.
2. Form of convening a summary court.
3. Administration of the oath to members and recorder to be stated in the record.
4. When objection is made by the accused to a member of the court.
5. Specification of charges to be furnished to accused before trial.
6. The accused need not plead guilty or not guilty.—Testimony that may be received.
7. Witnesses, how summoned.
8. Counsel may be allowed to the accused.
9. When more than one case is tried.

AN ACT for the better government of the navy.

SECTION 1.

1. Examplary conduct incumbent on commanders.
2. Divine service on Sunday.
3. Punishment for certain scandalous offences.
4. Punishment for drunkenness while on duty.
5. Cowardice or treachery in battle to be punished with death.
6. Punishment for breach of duty on signal for battle, or probability of an engagement.
7. Neglect of duty, desertion of post, or cowardice in battle, how punished.
8. Disobedience of orders, striking or offering to strike a superior, how punished.
9. Mutiny or sedition.
10. Intercourse with an enemy forbidden.
11. Spies, how punished.
12. Desertion to an enemy.
13. Desertion in time of war.
14. Desertion in time of peace.
15. Absence without leave.
16. Improper navigation of vessels.
17. Burning or destroying public property.
18. Altering muster roll.
19. Waste, embezzlement, &c., of public property.

20. Sleeping upon post.
21. Performing duty negligently, or leaving post before relieved.
22. Duty of an officer giving convoy.
23. Punishment for receiving goods, merchandise, &c., on board.
24. Murder.
25. Challenge to fight a duel.
26. Quarrelling and using provoking language.
27. Theft.
28. Offences against people on shore.
29. Provost marshal or master-at-arms refusing to receive prisoners or allowing them to escape.
30. Offences on shore.
31. Offenders to be brought to punishment.
32. Punishments that may be inflicted by a commander on officers, petty officers, &c.
33. Language tending to cause disaffection prohibited; offender to be reported.
34. Publications of a personal nature prohibited.
35. Wreck, loss or destruction of vessel.
36. When punishment is left to the discretion of a court-martial.
37. Expiratian of service on a foreign station.
38. Petty officers.
39. Pay of officers and crew taken by an enemy.
40. Marines subject to laws for the government of the navy, except.
41. Army or militia serving on board.
42. Army or militia embarked for transportation.
43. Wages or prize money may be paid to an assignee.
44. Offences not specified may be punished at the discretion of a court-martial.
45. This section to be publicly read once a month.
46. Enticing any enlisted man to desert, or concealing a deserter.
47. Offenders may be sent to the penitentiary of the District of Columbia.

SECTION 2.

COURTS OF INQUIRY.

1. By whom ordered, how composed, and may summon witnesses.
2. They shall report to the power convening them; will not express an opinion unless so ordered, and the party under examination may be present and cross-examine witnesses.
3. Authentication, transmission, and approval of the proceedings. An authenticated copy of the same to be evidence before a court-martial.
4. Oaths or affirmations.

SECTION 3.

COURTS-MARTIAL.

1. By whom convened and number of members.
2. How the complaint on which application for court-martial is founded shall be made.

3. Charges and specifications. Summons of witnesses not in naval or military service.
4. Challenge of members.
5. Oaths to the members and judge advocate.
6. Depositions of witnesses.
7. Evidence to be on oath or affirmation, except in cases especially excepted. Penalty for refusing to appear as a witness, and for contempt of court.
8. Copy of a document in a department certified by the secretary thereof, admissible in evidence.
9. Perjury and subornation of perjury.
10. Sittings of the court.
11. Judgment of the court and record of its proceedings.
12. Sentences of courts-martial.
13. Punishments left to the discretion of a court-martial.
14. Second desertions and ignominious discharges.
15. Malicious or frivolous discharges.
16. Offences committed more than three years prior to the issue of an order for a trial by court martial.
17. Sentences to be published. Certified copy of proceedings to be furnished.
18. Amenableness for acts done as a member of a court-martial.
19. Pardon and mitigation of punishment.
20. Courts-martial shall be held in places under jurisdiction of the United States.
21. Provost marshal.
22. Officer under arrest to deliver up his sword and confine himself within limits.
23. Courts convened beyond the territorial jurisdiction of the United States.
24. Punishments by summary courts-martial may be inflicted by general courts-martial.

SECTION 4.

SUMMARY COURTS-MARTIAL.

1. By whom convened, and what class of persons and offences they may try.
2. Number and rank of members.
3. Oath to members.
4. Oath to the recorder.
5. Commander of ship to appoint recorder.
6. Testimony.
7. Punishments.
8. Sentence to be approved.
9. Approving officer shall remit any punishment injurious to health.
10. Proceedings to be precise and concise.
11. Oath to witnesses.

INDEX

TO THE

CODE OF REGULATIONS FOR THE GOVERNMENT OF THE NAVY.

	Chapter.	Sec.	Art.
Absence. (See *Leave of absence.*)			
Express permission required to be absent from duty, or to remain out of ship at night	III		1
A vacancy occasioned by the absence of an officer on duty, how filled	IV		6
The executive officer will never be absent from vessel, except	XI		12
No person to leave the ship without the knowledge of the executive officer	XI		18
Midshipmen not allowed to absent themselves from ship, except	XV		5
The chief engineer will regulate the absence of persons in his department	XVII		8
During absence of chief engineer his duties will devolve on the senior engineer	XVII		14
Of the chief engineer and his assistants regulated	XVII		16
Of the commander of a station who is also commandant of a yard	XL		9
When there is a commandant, a commander, and two lieutenants at a yard, two to be always present	XLI		38
If there are fewer than the said officers, one to be always present	XLI		39
Command during the absence of the commandant of a navy yard	XLII		1
During the absence of the senior lieutenant of a yard, the one next in rank to do his duties	XLIII		3
No person employed in a navy yard to be absent without permission	XLVII		9
During the absence of the commandant of the yard, command of marines	LI		5
Absence, leave of. (See *Leave of absence.*)			
Abuses.			
The executive officer will use every effort to correct	XI		20
The executive officer of a yard will correct all	XLII		2
Accident.			
The officer of the deck will take every precaution to prevent	XII	2	1
To machinery to be reported by chief engineer to the captain	XVII		5
Account. (See *Approval. Approval of requisitions. Requisitions.*)			
Of persons transferred to be signed by the commanding officer and paymaster	III		25
Of persons left in hospital	IX	3	23
Of expenses incurred for a vessel, by whom kept	IX	4	1
Of stores when ship is paid off	IX	4	2
The commander will examine all accounts rendered against vessel	IX	4	3
Of receipt and expenditures of medical stores	XIX		3
Of persons discharged	XXI		12
Of men transferred	XXI		14
Disposal of copies of	XXI		17

INDEX—Continued.

	Chapter.	Sec.	Art.
Account—Continued.			
To be kept as directed by the bureau	XXI		32
Yeoman's	XXV		3
Yeoman's accounts to be presented to executive officer weekly	XXV		4
To be kept by the marine officer and disposal thereof	XXVIII		25
Commander of a fleet or single vessel to see all accounts settled before leaving port	XXXVIII		10
Must bear date of approval	XXXVIII		11
To be opened against a vessel ordered to be built, repaired or equipped	XLI		27
Of master workmen, of labor performed	XLVII		2
By master workmen of materials used	XLVII		6
Manner in which the paymaster of a navy yard will keep his	XLVIII		5
Storekeeper to examine all accounts rendered for supplies furnished, &c	XLIX		10
Of stores returned from a ship	XLIX		11
Manner in which the navy storekeeper will keep his	XLIX		16
Accoutrements.			
Commanding marine officer to have charge of the marines	XXVIII		9
Marine officer to be allowed a store-room for the marines	XXVIII		10
Repairs of marines	XXVIII		23
Acknowledge.			
Receipt of orders to be immediately acknowledged	III		30
Act for the government of the navy.			
The first section of the act for the government of the navy to be read to the officers and crew as soon as practicable after putting a vessel in commission	IX	1	6
Acting appointment. (See *Appointment*)			
No commissioned or warrant officer to receive in the United States an acting appointment for any higher grade than his own, except	IV		1
No acting appointment to be made by the commander of a vessel ordered on service with a smaller number of officers than her compliment, except	IV		2
No acting appointment to be made by the commander of a vessel, separated from the squadron to which he belongs, except	IV		2
When a vacancy occurs in a fleet or squadron without the United States it may be filled by an	IV		3
In giving an acting appointment these regulations to be adhered to. Immediate information of the appointment to be given to the department, with the reasons for giving it	IV		4
A list of all acting appointments to be transmitted to the department on return from a cruise	IV		4
An officer on foreign service appointed to act in a higher grade than that of his commission or warrant	IV		5
An officer receiving an acting appointment to a higher grade from the proper authority may assume the uniform, affix the official signature and receive the compensation of such grade	IV		
Directing officers to perform duties of a higher grade must specify vessel	IV		9
Officers claiming pay under an	XXXI		
Address.			
Officers to keep the department advised of their	III		
On being detached from duty, or on change of residence, officers will inform the department of their	III		

INDEX—Continued.

	Chapter.	Sec.	Art.
Administrator.			
Paymaster not to pay to an administrator, unless	XXI.		27
Admission			
Of a midshipman into the navy	IV.		21
Advance pay.			
By recruiting officers to recruits	XXXIII.		11
When advance pay may be paid	XXXIII.		12
Persons who receive advance pay to supply themselves with clothing	XXXIII.		13
Receipts for	XXXIII.		15
Agent. (See *Navy agent.*)			
Improper conduct, fraud, &c., in an agent to be reported, particulars and manner of proving the same to be stated	III		4
In making purchases where there is no agent, preference to be given to a consul	VI		11
All persons in the navy prohibited from acting as agent for any contractor	III		16
Aid.			
A lieutenant acting as aid to the commander of a fleet, or squadron, to be borne as supernumerary	I.		8
A commander may be allowed to the commander of a fleet or squadron as principal	IV.		42
When a commander is acting as such he will do the duties of fleet captain, but not sign orders	VIII.		11
A commander of a fleet or squadron may be allowed a lieutenant over and above the complement as aid	IV		43
Apartment of a lieutenant embarked as aid	XXXIX		7
Allotment of Pay.			
Allotment of pay	XXXI.		16
Commencement and continuance	XXXI.		17
Regulations in regard to same	XXXI.		18
Not to be irrevocable	XXXI.		19
Not to be made unless on duty and absent from family	XXXI.		20
Allowance.			
Of water not to be less than one gallon per man daily, except	IX	3	14
No change to be made in allowance of provisions, except	XXI.		24
No one to draw more than his allowance of ration	XXI.		23
To marines at the naval asylum	LI		20
Allowances. (See *Pay and Allowances.*)			
Alteration.			
No alteration in vessels to be made without the previous sanction of the department, except in case of absolute necessity without the United States	III		10
Such alteration as above to be reported to the proper bureau	III		10
Of the vessels of a fleet or squadron by order of the commanding officers	VI		6
No alteration to be made in the internal arrangements or decks, cabins, or state-rooms of a vessel, except	IX	2	30
Proposed alteration in steam engines not to be entered in the list of defects	X.		15
Inspecting officers of a ship will ascertain if any alterations have been made	XL		7
No alteration in the arrangements of the yard to be made, except	XLI.		13
No alteration to be made in the equipment of a vessel, except	XLI.		36

INDEX—Continued.

	Chapter.	Sec.	Art.
American Sailors, Distressed. (See *Distressed American Seamen.*)			
Anchor.			
Precautions to be taken to recover an anchor in case it becomes necessary to ship a cable	IX	2	11
The boatswain to see that the anchors are properly secured	XVI	2	2
Anchor Buoy. (See *Buoy.*)			
Anchoring.			
Precautions to be taken when coming to an anchor	IX	2	11
Anniversary.			
Military honors on the 4th of July	V.		23
Salutes on the 4th of July and 22d of February	V.		25
Celebration of a national anniversary in a foreign port	V.		26
Celebration of a foreign anniversary in a foreign port	V.		33
When an anniversary happens on a Sunday	V.		65
Apartment.			
Apartments of officers in a ship of the line	XXXIX		1
Same in a frigate	XXXIX		2
Same in a ship in which the commander of a squadron is embarked	XXXIX		3
Same of the commander of a squadron and a captain on board a frigate without a poop	XXXIX		4
Any difficulty in arranging apartments will be referred to the Secretary of the Navy	XXXIX		5
Of a captain of the fleet	XXXIX		6
Sleeping apartments of the wardroom, steerage, and other warrant officers	XXXIX		7
Of a lieutenant embarked as aid	XXXIX		7
Choice of rooms between a lieutenant of marines not in command of a guard, and an assistant surgeon	XXXIX		7
Room of the chief engineer	XXXIX		8
Choice of apartments of steerage officers	XXXIX		9
Of supernumerary officers	XXXIX		10
Officers will mess in the apartments assigned to them	XXXIX		11
Apology.			
When an apology is offered for an insult or injury	III		38
Appointed Officers.			
To be part of the personnel of the navy	II.		1
Enumeration of appointed officers	II.		9
Appointment.			
Fleet surgeons to have precedence with commanders according to date of appointment and commission	II.		12
In case of the appointment of assistant paymasters, they will have precedence with masters	II.		13
If assistant paymasters are not appointed, paymasters will have precedence with lieutenants for five years after appointment	II.		13
Chapter prescribing rules for appointments and promotions	IV		
No officer will, while in the United States, appoint a person not holding a commission or warrant to perform the duties of a commissioned or warranted officer, except	IV		1
When a vacancy occurs in a fleet or squadron without the United States, it may be filled by an acting appointment	IV		3
In making acting appointments, these regulations to be adhered to. Reasons for making them to be transmitted to the department; also list of all acting appointments made during a cruise	IV		

INDEX—Continued.

	Chapter.	Sec.	Art.
Appointment—Continued.			
An officer receiving an appointment while on foreign service to act in a higher grade than his own	IV		5
An officer *appointed* by the proper authority to act in a higher grade shall wear the uniform, affix the official signature, and receive the compensation of such grade.	IV		8
All acting appointments to perform the duties of a higher grade must state the vessel	IV		9
Candidates for higher appointments to be examined by a Board appointed; when without the United States, by the commander-in-chief	IV		10
Of a commodore's secretary	IV		15
Of a captain's clerk	IV		15
Of a paymaster's clerk	IV		16
Qualifications required for the appointment of secretaries and clerks	IV		17
Qualifications required for the appointment of boatswains, gunners, carpenters, and sailmakers	IV		18
Of master's mates and second masters	IV		19
Of midshipmen	IV		21
Of a chaplain	IV		27
Of a paymaster	IV		28
The commander of a squadron may *order* the senior surgeon to act as fleet surgeon in case of a vacancy	IV		29
To the engineer corps	IV		31
Candidates for appointment shall receive from the board by which they are examined certificates of qualifications	IV		37
No person to receive an original appointment unless found physically qualified	IV		45
When a vessel is formally transferred to her commander he will read his appointment to the officers and crew.	IX	1	5
Apprehension of a Deserter.			
From a detachment of marines	LI		19
Apprehension of an Offender.			
All persons in the navy enjoined to use every exertion to detect and cause the apprehension of an offender	III		46
Apprentice. (See *Boys—Instruction*)			
No apprentice to serve as waiter, except; but to be instructed	IX	1	35
Appropriate Command. (See *Command.*)			
Appropriations.			
The civil or constructing engineer not to exceed appropriations	XLV		14
The paymaster at a navy yard to charge expenditures under the proper appropriation	XLVIII		5
Storekeeper not to deliver articles for any other appropriation than for which originally ordered	XLIX		6
A navy agent not to pay bills under one appropriation out of money belonging to another, except	LII		6
Approval. (See *Accounts—Approval of Requisitions—Requisitions.*)			
Approval of requisitions	XXXVIII		1
Duty of an officer who has approved a requisition for articles charged above the market price	XXXVIII		3
Of the commander of a vessel to a muster book	XXXVIII		5
Of the same to a quarterly muster and pay-roll	XXXVIII		6
Of an officer to a bill for articles or for services rendered.	XXXVIII		7
Of an officer that will authorize the payment of money	XXXVIII		8
An officer on relinquishing a command will see that all bills are settled, the requisitions for which he has signed	XXXVIII		9

INDEX—Continued.

	Chapter.	Sec.	Art.
Approval—Continued.			
The commander of a fleet, or of a vessel acting singly, to approve bills before he leaves a port	XXXVIII		10
Accounts to bear date of	XXXVIII		11
Approval of bills.			
Commanders of fleets and single vessels to approve bills before leaving a port	XXXVIII		10
Of bills by the commanding officer of a navy yard	XLI		4
A navy agent to pay no bills without the approval of the commandant or commander of the station	LII		5
Approval of requisitions. (See *Approval. Requisitions.*)			
Chapter relative to the	XXXVIII		
By the commander of a fleet	VI		8
The officer approving requisitions will see that the articles are required	VI		9
By the commander of a vessel	IX	4	3
By the fleet surgeon	XVIII		1
Made by a paymaster by the commanding officer	XXI		1
Same	XXI		2
Same	XXI		3
Same, of recruiting officer	XXXIII		16
Definition of the	XXXVIII		1
If articles are charged above the market price, the receipting officer will inform the officer who approved the requisitions for them	XXXVIII		3
Approval of rolls.			
By the commanding officer of a navy yard	XLI		4
Architect. (See *Navy Yard, constructing or civil engineer.*)			
Armament.			
Of vessels not to be altered unless by the sanction of the department, except in case of absolute necessity, without the United States	III		10
Such alteration as above to be reported to proper bureau	III		10
Arm chest.			
The commanding marine officer to have charge of the	XXVIII		23
Arms.			
Commanding marine officer to have charge of their	XXVIII		9
Repairs of arms of marines	XXVIII		23
Army.			
Military honor to officers of the	V		23
The rules and regulations of the army for reviews, exercises, inspections, escorts, guard mountings, &c., to be adopted for the marine corps	LI		14
Arrangements of vessels.			
No deviation in the arrangements of vessels to be made without the sanction of the department, unless in case of absolute necessity, without the United States	III		10
Arrest of intoxicated persons.			
How to proceed in such cases	III		43
Article.			
No article of public stores to be appropriated to private use of any person not in distress	III		12
Early information to be given to the department when any article is so used	III		13
Security to be taken to have such article or its value refunded	III		13
Deteriorated articles to be reported by the fleet surgeon	XVIII		5
Return of articles in charge of surgeon when ship is placed in ordinary	XIX		15

INDEX—Continued.

	Chapter.	Sec.	Art.
Article—Continued.			
Of improper quality in paymaster's department to be reported	XXI		9
In packages, how opened and examined	XXI		20
Condemned by survey	XXI		21
Survey upon defective	XXXVI		2
Survey upon damaged	XXXVI		5
Scrutiny of articles passing in and out of a yard	XLI		32
Articles, shipping. (See *Shipping articles.*)			
Assimilated rank. (See *Rank.*)			
Assistance.			
Gratuitous assistance in case of distress	III		15
To civil authorities in execution of a criminal process	III		19
Assistant engineers (See *First assistant engineer. Second assistant engineer. Third assistant engineer.*)			
All assistant engineers restricted in right to command	II		3
To acquaint themselves with all parts of the engines	XVII		2
To be encouraged to improve themselves	XVII		10
Engine to be cleaned and repaired by the chief engineer, with the assistant engineer, firemen and coal heavers	XVII		12
In the absence of the chief engineer, his duties will devolve upon the senior	XVII		14
One engineer to be always on duty in engine room	XVII		16
Assistant paymasters.			
To have precedence with masters	II		13
To have rank and command in his own corps according to date of commission or warrant	II		22
To conform to police regulations	II		22
Assistant surgeon. (See *Passed assistant surgeon.*)			
Duties of passed and other assistant surgeons	XX		
Restricted in the right to command	II		3
To have precedence with passed midshipmen	II		15
To have rank and command in his own corps according to date of commission	II		22
To conform to police regulations	II		22
They shall see that medicines are properly prepared	XX		1
They shall perform the duties assigned them, and conform to orders	XX		2
The oldest passed or other assistant surgeon to perform the duties of surgeon in his absence	XX		3
Choice of apartment between a passed assistant surgeon and a lieutenant of marines not in command of guard	XXXIX		7
Assistant surgeon, passed. (See *Passed assistant surgeon.*)			
Asylum. (See *Naval Asylum.*)			
Attack.			
Vigilance in defending a convoy from attack or surprise enjoined	LIII		4
Attention.			
Enjoined on passed midshipmen	XIV		1
Enjoined on surveying officers	XXXVI		12
Attendance.			
Personal attendance required of master workmen	XLVII		8
Attorney.			
No person in the navy to act as attorney for a contractor	III		16
Auction.			
Dead mens' effects to be sold at	XXI		31
Authorities, civil. (See *Civil authorities.*)			
Authority.			
Unless authorised, no person to exchange duties	III		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Badge.			
Honorable discharge badge	XXVII		5
Bales.			
How articles packed in bales shall be opened and examined	XXI		20
Ballast.			
The master will superintend the stowage of the	XIII		1
Band. (See *Music.*)			
Barracks. (See *Marines.*)			
Police and internal regulations of marine	LI		6
Offences of marines in	LI		11
Interior police and government of marines in	LI		13
Barrels.			
Disposition of empty	IX	4	8
Bathing.			
The crew to bathe frequently	IX	3	6
Battle.			
Officers when passengers may serve as volunteers in	I		16
The commander-in-chief will be attentive to the conduct of those under him in	VI		15
The commanders of divisions are carefully to observe the conduct of the vessels near them in	VII.		3
If the commander of a division sees a vessel of another division, commanded by an officer junior to him avoiding battle, he will take the measures the case requires	VII.		4
Report after battle of the conduct of officers	VII.		7
In preparing a vessel for battle, the instructions of the Bureau of Ordnance to be followed	IX	1	13
Duty of the boatswain when preparing for	XVI	2	4
Tourniquets to be distributed prior to battle	XIX		13
Bearings.			
To be taken when coming to anchor	IX	2	11
Bedding.			
Not to be taken below when wet	IX	3	1
Decks to be well aired and dried before bedding is taken below	IX		3
To be aired and cleansed	IX		4
Of men sent to hospital	IX		19
Of men returned to hospital	IX		21
Berths. (See *Apartments.*)			
Bilge pump. (See *Pump.*)			
Bill. (See *Quarter bill. Station bill. Watch bill.*)			
Bill. (See *Account. Approval of bills Purchase. Requisitions.*)			
Commanders of fleets or single vessels to approve bills before leaving port	XXXVIII		10
Certification of bills by a navy agent	LII		2
A navy agent to pay no bill without approval and certificate	LII		5
A navy agent will pay no bill under one appropriation out of money belonging to another, except	LII		6
Requisitions by a navy agent to be accompanied by triplicate of the bill for the payment of which they are intended	LII		7
Disposition of copies of bill an accounts	XXI		17
Examination, &c., of bill by the civil or constructing engineer	XLV		8
The storekeeper not to receipt for articles until he is furnished with bill	XLIX		4
Articles sent from a yard must be accompanied by a bill	XLIX		15

INDEX—Continued.

	Chapter.	Sec.	Art.
Bill book.			
To be kept by the commanding officer of a yard	XLI		29
Bill of exchange.			
Negotiation of a	XXI		29
Bill of health.			
Ship to be provided with a bill of health before leaving port	IX	1	40
Bill of lading.			
To specify the *precise place* to which articles are ordered, and the price of freight	XLIX		15
To specify place of delivery and freight	LII		8
Binnacle list.			
Daily list of sick, &c	XIX		8
Blacks.			
Blacks or colored persons not to be enlisted without permission	XXXIII		5
A due proportion of blacks to go with a transfer of recruits	XXXV		10
Boards.			
Precedence of officers acting upon	II		20
Precedence at	XXVIII		20
To examine candidates for admission or promotion, how to proceed	IV		37
Boats.			
In foreign ports, or communicating with foreign vessels, boats are to carry an ensign	III		34
Ceremonies to be observed by officers in	V		50
In going into or leaving boats the executive officer to have precedence	V		51
Precedence when boats approach or leave the ship	V		54
The boats of a squadron are frequently to be assembled, inspected, and exercised	VI		13
Boats' crews to have their breakfasts before they leave the vessel	IX	3	8
Not to be detained on shore after watch is set, except	IX	3	8
The quarter boats, to be kept in readiness for lowering	IX	3	27
Not to leave the ship at sea without a compass	XI		21
A breaker of water to be kept in each quarter boat at sea, and provisions kept at hand	XI		22
Each lieutenant to have charge of a boat	XII	1	5
Duty of officers of the watch when boats are alongside the ship	XII	2	8
Alongside must have boat-keepers	XII	2	9
The boatswain to see that the boats are properly secured	XVI	2	2
The carpenter to see that the boats are kept in good condition	XVI	4	4
The master-at-arms to examine all the boats alongside	XXIV		2
Boats' crews.			
To have their breakfasts before they leave the vessel	IX	3	8
Boatswain.			
Duties of a boatswain	XVI	1	
Same	XIV	2	
Order in which he stands in regard to general military command	II		2
A vacancy in the situation of boatswain, how filled	IV		7
Qualifications required for the appointment of a boatswain	IV		18
He will report twice each day to the executive officer	X		5
He, with the yeoman, will examine all the stores in his department	XVI	1	1

INDEX—Continued.

	Chapter.	Sec.	Art.
Boatswain—Continued.			
His responsibility in regard to articles not in actual use	XVI	1	2
He will conform to dimensions of articles as prescribed	XVI	1	3
Survey upon stores injured, &c	XVI	1	4
He will be watchful and report neglect or misconduct in the yeoman	XVI	1	5
His duties when a vessel is about to be dismantled	XVI	1	6
Reports to the executive officer	XVI	1	7
Attendance upon deck	XVI	2	1
To examine rigging	XVI	2	2
Working up of junk	XVI	2	3
Preparation for battle	XVI	2	4
On paying off	XVI	2	5
The yeoman will receipt and be responsible for the stores in the boatswain's department	XXV		1
Boilers.			
Boilers to be filled with fresh water before proceeding to sea	X		16
Repairs or cleaning that may be required to be done by engineers, &c	X		17
Accidents to or defects in the boilers to be reported to the commander by the chief engineer	XVII		9
The chief engineer will see that the water in the boilers is carried to the proper density	XVII		9
Book. (See *Log Book, Night Order Book, Order Book, Remark Book.*)			
The master to have charge of all nautical books	XIII		17
Certain officers are to provide themselves with certain books	IX	1	22
Passed midshipmen are to provide themselves with some books on navigation, &c	XIV		3
Midshipmen will provide themselves with certain books	XV		1
Paymaster's books to be kept as prescribed by the Bureau of Provisions and Clothing	XXI		32
Library may be allowed vessels in commission and navy yards	XXXI		12
Booms.			
The boatswain to see that the booms are properly secured	XVI	2	2
Book, Muster. (See *Muster Book.*)			
Bounty.			
To recruits	XXXIII		11
When it may be paid. Recruits to be induced to expend it in clothing, &c	XXXIII		12
Persons who receive bounty to supply themselves with clothing	XXXIII		13
Receipts for payment of bounty	XXXIII		15
Boy.			
Part of the personnel of the navy	II		1
Discharge of a boy without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
The boys of the ship to be instructed	IX	1	34
Apprentice boys not to serve as waiters, but to be instructed	IX	1	35
Their religious instruction	XXII		5
Instruction of the boys in the rudimentary branches	XXII		6
To be distributed in messes, but berthed by themselves	XXVII		7
Encouragement to learn the duties of seamen and the rudimentary branches	XXVII		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Boy—Continued.			
Age, stature, and qualifications of boys for enlistment	XXXIII		3
In case of doubt as to age oath to be taken	XXXIII		19
Honorable discharge to a boy	XXXIV		1
Who receives an honorable discharge will be entitled to three months' pay on re-enlistment	XXXIV		3
The same to be considered honorable discharge money	XXXIV		4
Discharged at his own request not entitled to an honorable discharge	XXXIV		12
Instruction of boys in receiving vessels	XXXV		6
Breaker.			
Of water to be kept in each quarter boat at sea	XI		22
Breakfast.			
Boats not to be sent away until their crews have had their breakfast	IX	3	8
Brigadier general.			
To be received as the commander of a division or squadron not commanding in chief			
Broad Pendant.			
To be worn by no officer under the rank of captain, and then only by direction of the Secretary of the Navy	V		59
He will wear it until ordered to strike it by the Secretary of the Navy	V		60
Colors of the pendants when two or more captains entitled to wear broad pendants meet	V		61
May be shifted to another vessel of the same squadron	V		62
Not to be worn at sea unless the officer entitled to wear it is embarked	V		63
Nor in port if the officer is absent from the port	V		63
Rules in regard to wearing the broad pendant during the absence of the commander of the squadron	V		64
If a commander-in-chief is killed in battle, his pendant to be kept flying	VI		26
Bumboats.			
Examination of articles in	XIX		15
Bunkers.			
Stowage of coal	X		3
Examination of coal in	XVII		11
Buoy. (See *Life-buoy.*)			
The yeoman to have charge of the life and anchor-buoys	XVI	3	1
Bureau.			
All alterations of vessels, effects produced by it, and the expense attending the same, to be reported to the proper bureau of the department	III		10
Communications that are to be addressed to the different	XXXVII		2
When the same communication is directed to the Secretary of the Navy and the chief of a bureau, the writer shall so state	XXXVII		3
Bureau of Construction, Equipment, and Repair.			
Subjects upon which communications will be addressed to this bureau	XXXVII		2
To regulate apartments of officers in ships	XXXIX		7
Report to this bureau by the commanding officer of a navy yard when a vessel is received for repairs	XLI		24
Bureau of Medicine and Surgery			
Reports by medical officers	XVIII		1
Co-operation with the chief of the bureau enjoined on the fleet surgeon	XVIII		2

INDEX—Continued.

	Chapter.	Sec.	Art.
Bureau of Medicine and Surgery—Continued.			
Journal of daily practice to be kept as prescribed by the bureau	XVIII.		6
Note book to be kept as prescribed by the bureau	XVIII		7
The surgeon to conform to the allowances and regulations of the bureau	XIX		2
Account of receipts and expenditures of medical stores, according to forms prescribed by the bureau	XIX		3
Bureau to prescribe the form of the journal of daily practice	XIX		16
Subjects upon which communications will be addressed to this bureau	XXXVII		2
Bureau of Provisions and Clothing.			
Subjects upon which correspondence will be addressed to this bureau	XXXVII		2
Bureau of Ordnance and Hydrography.			
In exercising the crew at quarters the instructions of this bureau to be followed	IX	1	13
Subjects upon which communications will be addressed to	XXXVII		2
Bureau of Yards and Docks.			
Subjects upon which communications will be addressed to	XXXVII		2
The constructing or civil engineer to act under the direction of	LIV		1
Plans and estimates to be prepared by the constructing or civil engineer and transmitted to	LIV		3
Cabin. (See *Apartment.*)			
Ceremonies to be observed at the gangway for cabin officers	V		51
Officers messing in the cabin are not on that account to receive higher honors	V		51
After hatchway reserved for cabin officers	V		55
No alterations to be made in the cabins of a vessel, except	IX	2	30
Apartments of officers in a ship of the line	XXXIX		1
Same in a frigate	XXXIX		2
Same in a ship in which the commander of a squadron is embarked	XXXIX		3
Cabinet officers.			
Military honors to	V		7
Cable.			
Cables to be bent when approaching land	IX	2	7
In case a cable is cut, slipped, or parted	IX	4	6
The master will visit cable tiers frequently	XIII		7
The master will see that the cables are secured and protected from injury	XIII		9
The master will examine chain cable frequently, and see that the shackles and shackle pins can be readily removed	XIII		10
Cable tier. (See *Cable.*)			
Candidates.			
Qualifications required for candidates for appointment to the engineer corps	IV		31
Qualifications required for candidates for promotion in the engineer corps	IV		32
When the qualifications of candidates for admission to the engineer corps are equal, which to prefer	IV		34

INDEX—Continued.

	Chapter.	Sec.	Art.
Captain. (See *Commander of a vessel.*)			
Appropriate command for a	I		2
Order in which he stands in regard to general military command	II		2
He may change the ratings of petty officers, and will make quarterly reports of the same	IV		14
When a captain may be allowed a captain of the fleet, and when a principal aid	IV		42
Military honors to a	V		9
Return salute to a	V		16
No officer under the rank of captain to wear a broad pendant, and no captain to wear it without directions from the Secretary of the Navy	V		59
He will wear it until ordered to strike it by the Secretary of the Navy	V		60
Colors of the broad pendants when two or more captains entitled to wear broad pendants meet			
A captain may shift his broad pendant to another vessel, and will report his having done so	V		63
If a captain succeeds to command by the death, &c., of the commander-in-chief, he will retain it until otherwise ordered by the Secretary of the Navy	VI		27
If a commander succeeds to command as above, he may be superseded by order of a	VI		27
Captain of the army or marine corps			
To be received as a lieutenant of the navy	V		22
Captain of the fleet.			
Chapter prescribing his duties	VIII		
To be borne as supernumerary	I		8
When one may be allowed	IV		42
The broad pendant of the commander of a squadron not to be shifted during his absence if the captain of the fleet is the senior officer present	V		64
Reports, returns, and requisitions made to the captain of the fleet for transmission to the commander in-chief	VII		2
He will be in the same vessel with the commander-in-chief	VIII		1
He will keep a journal of the operations of the fleet	VIII		2
He will transmit all orders of the commander of the fleet	VIII		3
The neglect or disobedience of such orders to be reported	VIII		4
He will keep a register of the orders of the commander-in-chief	VIII		5
Also a register of the number and dates of all orders	VIII		6
He will see that officers called on board to receive orders come provided with an order book	VIII		7
He will keep a journal of all signals	VIII		8
He will be subject to the orders of the commander-in-chief only	VIII		9
On other service he will take rank according to his commission	VIII		10
When a commander is appointed as aid to a commander-in-chief he will act as	VIII		11
Apartments of the	XXXIX		6
Captain's clerk. (See *Clerk to a commanding officer.*)			
Captivity.			
Vacancy occasioned by the captivity of a commanding officer, how filled	IV		11

INDEX—Continued.

	Chapter.	Sec.	Art.
Carpenter.			
Restricted in his right to command	II		3
A vacancy in the grade of carpenter how filled	IV		7
Qualifications required for the appointment of a	IV		18
And caulkers of a vessel to keep her caulked	IX	2	23
He will report twice each day to the executive officer	XI		5
He and the yeoman will examine all articles and stores for his department, and report	XVI	1	1
His responsibility in regard to articles not in actual use	XVI	1	2
He shall conform to dimensions of articles as prescribed	XVI	1	3
Surveys upon stores injured, &c	XVI	1	4
He will be watchful and report neglect or misconduct in the yeoman	XVI	1	5
His duties when a ship is about to be dismantled	XVI	1	6
Reports to executive officer	XVI	1	7
Masts and yards to be examined daily	XVI	4	1
Lower deck ports to be examined	XVI	4	2
Pumps to be kept in good order	XVI	4	3
Boats, ladders, and gratings	XVI	4	4
Shot plugs for stopping shot holes	XVI	4	5
List of defects to be prepared on going into port	XVI	4	6
Caulking ship's sides and decks	XVI	4	7
The yeoman will receive and be responsible for the stores in his department	XXV		1
Casks.			
How articles packed in casks shall be opened and examined	XXI		21
Castle.			
No castle in the United States to be saluted	V		23
Caulker.			
The caulkers of a vessel to keep her caulked	IX	2	23
Caulking a vessel.			
The vessel to be kept well caulked, and the work to be done by the carpenters and caulkers of the vessel	IX	2	23
The carpenter to have charge of caulking the ship's sides and decks	XVI	4	7
Ceremonies, military honors and. (See *Military honors and ceremonies.*)			
Certificate.			
Of qualifications to fill higher appointments to be given to such as are found qualified, and forwarded to the Secretary of the Navy	IV		10
Penalty for procuring a false certificate of age, character, services, &c	IV		35
To applicants for appointment or promotion to be given by examining board, numbered according to qualifications	IV		37
Chain cables.			
To be guarded against corrosion, and inspected	IX	2	13
The master to examine them and see that they are protected against corrosion	XIII		10
Chain locker.			
The master will visit the chain locker frequently	XIII		7
Change of residence.			
Officers to keep the department informed of any	III		29
Chaplain.			
Restricted in his right to command	II		3
To have precedence with lieutenants	II		12
A chaplain who has been commissioned twelve years to have precedence with surgeons and paymasters, who take precedence with commanders	II		12
Appointment of a chaplain, qualifications required	IV		37

INDEX—Continued.

	Chapter.	Sec.	Art.
Chaplain—Continued.			
Performance of divine service	IX	1	23
To perform divine service when required	XXII		3
Officers to treat the chaplain with respect	XXII		1
He will be attentive in the performance of his duties	XXII		2
He will attend to the requests of persons requiring his attendance	XXII		4
Religious instruction to boys, &c	XXII		5
Instruction of the boys in the elementary branches	XXII		6
Chaplain's reports	XXII		7
Chargé d' Affaires.			
Commanders of squadrons and single vessels will call on representatives of the United States of not less rank than chargé d'affaires	V.		49
Charges.			
Fraud, collusion, or misconduct, to be reported—how—to whom	III		4
Exhibition of frivolous or vexatious charges	III		4
Chart.			
The master will examine the charts of the coasts the vessel may visit, and note errors	XIII		14
Skeleton charts to be furnished all vessels	XIII		25
Charter party.			
Instructions as to form of charter party	LII		8
Chest Iron. (See *iron chest*)			
Chief Engineer. (See *navy yard, chief engineer, engineer.*)			
Restricted in his right to command	II.		3
To have precedence with lieutenants	II.		12
A chief engineer who has been commissioned twelve years, to have precedence with surgeons and paymasters who take precedence with commanders	II.		12
No chief engineer to be appointed over thirty-five years of age	IV		33
On appointment to a ship he will acquaint himself with the engines and appurtenances, and see that they are in proper order	XVII		1
He will cause the assistant engineers to do the same	XVII		2
He will see that his stores are sufficient and well stowed away	XVII		3
Station bills for engineer department	XVII		4
Reports	XVII		5
Expenditure of coals, stores, &c	XVII		6
To have control of men in his department	XVII		7
He will control their going on shore	XVII		8
Inspection of engineer department, and he will see that all perform their duty	XVII		9
To encourage the assistant engineers to improve themselves	XVII		10
Examination of the quantity of coal in the bunkers	XVII		11
He will commence cleaning and repairing on discontinuance of steaming	XVII		12
Engineer watches	XVII		13
During the absence of the chief engineer his duties will devolve on the senior assistant engineer	XVII		14
Steam log	XVII		15
One engineer to be always on duty in the engine room	XVII		16
Reports to the officer of the deck when the engines are working	XVII		17
Apartment of a chief engineer in a ship	XXXIX		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Chief magistrate.			
Military honors to a chief magistrate of a foreign state when he visits a vessel of the navy	V.		6
Circulars.			
Applying to pursers shall apply to paymasters	II.		5
Cistern.			
The executive officer will keep the cistern key	XI		11
City.			
No city of the United States to be saluted	V.		28
Civil authorities.			
Officers to assist the civil authorities in the execution of criminal process	III		19
Civil engineer. (See *navy yard, constructing or civil engineer.*)			
Claim			
No officer to claim compensation for repairs to merchant vessels by mechanics in United States vessels	III		14
Class.			
Any officer other than a midshipman, prevented from attending an examination, may, upon passing a subsequent one, have a position assigned him in his original	IV		38
When an officer shall fail to pass a first examination and be granted a second examination, his class will be assigned him	IV		39
Cleaning bills			
The chief engineer to make out the cleaning bills in his department	XVII		4
Cleanliness.			
To be insured to ship's company	IX	3	1
Bedding and clothing to be cleansed	IX	3	4
To be attended to on board steam vessels	X.		4
Attention to cleanliness of sick	XIX		5
Clerk of a navy yard (See *navy yard, clerk of the yard.*)			
Clerk to a commanding officer.			
He is an appointed officer	II.		9
Precedence with other officers	II.		16
Precedence with each other	II.		17
May be appointed and discharged by the person entitled to one	IV		15
Qualifications required for his appointment	IV		17
The commanding officer may take his clerk when transferred to another vessel	IX	1	23
When the pay of a clerk will commence	XXXI.		9
Clerk to a paymaster.			
He is an appointed officer	II.		9
Precedence with other officers	II.		16
Precedence with each other	II.		17
May be appointed and discharged by the paymaster, with consent of commanding officer	IV		16
Climate.			
The fleet surgeon will specify those vessels whose crews require change of	XVIII.		4
Clothing.			
Sale of clothing by the men prohibited	IX	1	16
Not to be taken below when wet	IX	3	1
To be aired and cleansed	IX	3	4
Attention to be paid to the suitable clothing of the men	IX	3	7
Issues of	IX	3	18
Of men sent to hospital	IX	3	19
Of men received from hospital	IX	3	21

INDEX—Continued.

	Chapter.	Sec.	Art.
Clothing—Continued.			
Furnished to persons in hospital	IX	3	22
Lieutenants to be attentive to the clothing of the men in their divisions	XII.	1	4
Issues of	XXI.		18
When purchases of clothing are made on a foreign station	XXI.		19
Articles of clothing condemned by survey	XXI.		21
Quarterly reports of the expenditure of	XXI.		28
Dead men, deserters, and liberty men's clothing to be taken in charge of by the master-at-arms	XXIV.		4
Issues of clothing to marines	XXVIII.		8
Marine officer to have a store-room for the clothing of marines	XXVIII.		10
Marine officer to have charge of the clothing of marines	XXVIII.		9
Marine officer to inspect the clothing of the marines	XXVIII.		21
Advance pay or bounty to be expended in	XXXIII.		12
Persons who receive advance pay or bounty to supply themselves with	XXXIII.		13
Of recruits to be examined, marked, and list made out	XXXV		4
Issues of clothing to recruits who are indebted to the United States	XXXV		5
Coal.			
The commander of a steam vessel will ascertain the daily consumption of	X.		2
He will also ascertain and report the amount of coal required to go a given distance under various circumstances	X.		7
He will be accountable for any unnecessary consumption of	X.		9
Daily report of coal consumed in a steamer, and quantity on hand	XVII		5
Chief engineer to keep strict account of, and be responsible for, expenditure of	XVII		6
He will see that coal is used to the best advantage	XVII		9
Coalheaver.			
Part of the personnel of the navy	II		1
Discharge of a coalheaver without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
To be arranged in watches	X.		24
Oatmeal to be supplied for the use of	X.		27
Cleansing and repairing of engines to be done by coalheaver, &c	XVII		12
Coast Survey.			
Sea service of a lieutenant for promotion to be exclusive of Coast Survey service	IV		22
Collision.			
Lights to be carried to prevent	IX	2	31
Precautions when meeting a steam vessel	X.		10
Same when passing the same	X.		11
Same when meeting a sailing vessel	X.		12
Collusion.			
To be reported	III		4
Particulars of collusion and manner of proving it to be stated	III		4
Colonel.			
To be received as a captain of the navy	V.		22
Colored persons.			
Not to be enlisted without permission	XXXIII.		5

INDEX—Continued.

	Chapter.	Sec.	Art.
Colored persons—Continued.			
A due proportion of colored persons to go with a transfer of recruits	XXXV		10
Colors. (See *Ensign.*)			
Hours for hoisting the	III		17
In foreign ports or when communicating with foreign vessels, boats to carry an ensign	III		44
Vessels in commission in port will be dressed with flags on the 4th of July	V.		23
No national flag except the American to be used in dressing ship	V.		24
Combination of officers or others.			
For the purpose of remonstrating or complaining, forbidden	III		41
Combustion.			
Precautions against spontaneous	X.		3
Comfort.			
The quantities of clothing and small stores required for the comfort of the men to be ordered by the commander	IX	3	12
Commanding marine officer to attend to the comfort of his men	XXVII		21
Command.			
Chapter on rank and command	II.		
General military command of commission and warrant officers	II.		2
Commission and warrant officers to take rank and command according to date or position on Register	II.		6
Of officers acting in higher grades than their own	II.		7
Any commission or warrant officer may exercise command in case of riot or quarrel, and whoever shall refuse obedience to the same, in such case, shall be punished	II		8
Petty officers marked with an asterisk (*) are in no case to command	II.		10
General military command and precedence of a vessel on detached duty	II.		19
Of officers of medical, pay, and engineer corps, in their respective corps	II.		22
Officers interfering with or giving orders to those under another common superior, must give satisfactory reasons therefor	III		6
When vessels meet, the senior will	III		33
Of parties of over 19 men on shore or other duty	III		44
An officer succeeding to the command of a vessel by the death or captivity of the commander, may fill vacancies	IV.		11
The officer in command of a sea-going vessel will, when a crew is transferred to her, rate petty officers	IV.		12
A lieutenant cannot be promoted to a command until he has seen three years' sea service	IV.		22
Geographical limits of command to be specified	IV.		44
During the absence of the commander of a squadron	V.		64
The commander of a fleet will not resign his command without previous consent of the Secretary of the Navy, except	VI.		24
On the transfer of the command by a commander-in-chief he will furnish his successor with copies of all unexecuted instructions or orders	VI.		25

INDEX—Continued.

	Chapter.	Sec.	Art.
Command—Continued.			
In case the commander-in-chief is killed in battle	VI.		26
In case the commander-in-chief should die or leave his command	VI.		27
If a captain succeeds to command as above, he will retain it until otherwise ordered by the Secretary of the Navy	VI.		27
If a commander succeeds to command as above, he may be superseded by order of a captain	VI.		27
An officer who may succeed to command as above, will relinquish it as soon as a successor arrives within the limits of the station	VI.		28
When the commander-in-chief takes immediate command of the ship, the fact to be entered on the log	VI.		31
Commanders of divisions responsible to commander-in-chief for the efficiency, &c., of the vessels under their command	VII.		1
The captain of the fleet will, on other service, take command according to his commission	VIII		10
The commander of a vessel will be held responsible as soon as he has assumed the command	IX	1	7
An officer relinquishing a command will see that all bills are settled	XXXVIII		9
Geographical limits of the command of the commander of a station	XL		1
Commander of a station to exercise no command over navy yard, except	XL		4
Receiving vessel and recruiting service under the command of the commander of the station	XL		8
During the temporary absence of the commander of a station who is also the commandant of a yard	XL		9
Of the commanding officer of a navy yard	XLI		1
The commanding officer of a navy yard will exercise no authority over vessels in commission	XLI		18
Of a yard during the absence of the commandant	XLII		1
Of marines at a navy yard	LI.		1
Of the marines during the absence of the commandant of the yard	LI.		5
Commandant marine corps.			
No part of a detachment at a yard to be relieved or withdrawn except by his order	LI.		
When a non-commissionedo ficer is reduced, the fact to be reported to him	LI.		7
Commandant of a navy yard. (See *Navy yard, Commandant*)			
Commander.			
Appropriate command for a commander	I.		2
As executive officer	I.		6
Order in which he stands in regard to general military commander	II.		2
Fleet surgeons to have precedence with commander	II.		12
Surgeons and paymasters who, previous to the adoption of this code, took precedence with commander, shall so continue	II.		12
Chaplains and chief engineers who may take precedence with commander	II.		12
Promotion of a commander, probationary sea service	II.		23
When a commander may be allowed to a commander-in-chief as "principal aid"	IV.		42
Military honors to a commander	V.		10

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander—Continued.			
The same to commission officers below the rank of commander	V.		13
Return salute to a commander	V.		16
Will call first on consuls	V.		49
Honors to a commander messing in the ward-room	V.		51
Succeeding to the command of a squadron by the death, &c., of a commander-in-chief may be superseded by order of a captain	VI.		27
Acting as "principal aid"	VIII		11
Apartments of a commander in a ship with a commander of a squadron and a captain	XXXIX.		4
Choice of apartments between a captain of the fleet and a commander	XXXIX.		6
His presence at the navy yard	XLI		38
Same	XLI.		39
Commander of a convoy. (See *Convoy.*)			
Commander of a division.			
Military honors of a flag officer	V.		8
Salute of a flag officer	V.		13
Salute on hoisting his flag	V.		17
If in the presence of a senior he will, on hoisting his flag, salute first and receive a return salute	V.		17
Ceremonies at the gangways	V.		51
Held responsible to the commander-in-chief for the efficiency of the vessels under his command	VII.		1
Reports, returns, requisitions made to the commander of a division to receive his approval or remarks before he forwards them	VII.		2
He may correct a mistake or the negligence of a vessel belonging to another squadron	VII.		3
In battle he will observe the conduct of the vessels near him	VII.		3
If he sees a vessel belonging to another division commanded by an officer junior to him avoiding battle	VII.		4
Inspection of vessels and report thereof	VII.		5
To make all necessary signals when the commander-in-chief does not manœuvre the fleet in detail	VII.		6
Reports after the battle of the conduct of officers	VII.		7
Orders relating to the management and sailing of the vessel in which he is embarked	VII.		8
Returns of expenditures by a commander of a vessel to the commander of a division	IX	4	1
Applications for surveys to be made in writing; by whom, and how made	XXXVI		2
Survey on an officer whose health requires that he shall leave a station	XXXVI		10
Copies of surveys; how forwarded	XXXVI		13
Commander of a fleet.			
To be allowed a commander as executive officer, when	I.		6
When not in immediate command of the vessel in which embarked to be borne as supernumerary	I.		7
Supernumeraries to be borne by the vessel in which he is embarked	I.		9
May receive distressed American sailors on board on a foreign station	I.		13
Officers and others must have express permission from the commander of a fleet to be absent from duty or vessel after dark	III		1

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a fleet—Continued.			
Complaints and charges to be made to him	III		3
On meeting a superior he will show his orders and consider himself under his command	III		9
Meeting a superior, and receiving orders at variance with his intended course, will make such course known to such superior	III		9
Meeting a superior, and having sealed or secret orders, and receiving orders	III		9
Having sealed or secret orders or instructions, and receiving orders from a superior at variance with his original orders, he will make report to authority by which they were issued	III		9
Duty of the superior officer in the four above mentioned cases	III		9
He may, if on a foreign station, make a transfer from one vessel to another	III		24
He may order the senior surgeon to act as fleet surgeon	IV		29
When he may be allowed a captain of the fleet, and when a principal aid	IV		42
May be allowed a lieutenant as aid	IV		43
The geographical limits of his command to be particularly specified	IV		44
Military honors	V		8
Salute	V		15
Salute on hoisting his flag	V		17
If he hoists his flag in the presence of a senior, he will salute first and receive a return salute	V		17
Visits and interchange of civilities in a foreign port	V		30
Funeral honors	V		41
Visits of ceremony to members of diplomatic corps	V		49
Ceremonies at the gangway	V		51
Lights to be shown when he is absent from his vessel at night	V		53
His pendant not to be worn at sea unless he is embarked	V		63
Nor in port if he is absent from such port	V		63
Who shall give orders during such absence	V		63
Rules in relation to wearing the broad pendant during his absence from the vessel	V		64
His duty on first assuming command	VI		1
To equip his fleet expeditiously, and make weekly reports of progress or cause of delay	VI		2
He will keep his fleet in efficient condition	VI		3
Before sailing will cause reports to be made to the proper bureau	VI		4
To guard against waste or loss of provisions or stores	VI		5
Alteration of vessels under his command	VI		6
Examination of hospital and hospital ship	VI		7
All requisitions to be approved by him	VI		8
In approving a requisition must be satisfied that the articles are required, &c	VI		9
Copies of bills for purchases made abroad to be forwarded quarterly	VI		10
In making purchases where there is no regular agent, preference must be given to a consul	VI		11
He will exercise his fleet frequently	VI		12
Boats to be frequently assembled and exercised	VI		13

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a fleet—Continued.			
Frequent inspections of the vessels of his fleet, order, discipline, efficiency, and cleanliness to be maintained. His own vessel to be a proper example to the others	VI.		14
His duty in battle	VI.		15
Transfer or suspension of an officer	VI.		16
Leaves of absence	VI.		17
Semi-annual report of the qualifications, &c., of the commanders of vessels, and the quarterly reports of the number and rates of their crews	VI.		18
Will correspond regularly with the Secretary of the Navy. Particular information that he will give	VI.		19
Monthly returns of the condition and employment of the fleet	VI.		20
Manner in which his correspondence shall be kept	VI.		21
Will offer suggestions or plans of improvements in vessels	VI.		22
When a vessel returns to the United States he will retain all surplus stores, and transfer to her all invalids and persons whose terms have, or are nearly, expired	VI.		23
Resignation of the commander of a fleet	VI.		24
Disposition of unexecuted orders or instructions when he transfers or resigns his command	VI.		25
If killed in battle his pendant to be kept flying	VI.		26
In case of death, or should he leave his station, the next officer in rank will assume command	VI.		27
An officer succeeding to command as above, to relinquish it as soon as a successor arrives	VI.		28
To examine and compare the internal regulations of vessels	VI.		29
Will direct the course to be steered	VI.		30
When he takes immediate command of the vessel, the fact to be entered on the log	VI		31
Reports, returns, and requisitions to be made to him	VII		2
When the commander of a fleet does not manœuvre the fleet in detail, the commanders of divisions to make all the necessary signals	VII		6
Orders relating to the management and sailing of the vessel in which he is embarked	VII		8
The captain of the fleet to be embarked in the same vessel with him	VIII		1
The captain of the fleet will keep a journal and present it to him for examination	VIII		2
The captain of the fleet will transmit all orders from him, and such orders to be obligatory where his flag is flying	VIII		3
The neglect or disobedience of such orders to be reported	VIII		4
The captain of the fleet will keep a register of his orders	VIII		5
Also a register of the dates and numbers of all orders	VIII		6
The captain of the fleet to be subject to his orders only	VIII		9
The commander of a fleet must sign all orders when his principal aid, being a commander, acts as captain of the fleet	VIII		11
When the commander of a vessel is acting singly, he will be governed by the regulations for a commander of a fleet	IX	1	39
Return of expenditures by a commander of a vessel to the commander of a fleet	IX	4	1
The fleet surgeon will suggest to him measures for the prevention of disease, &c	XVIII		3

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a fleet—Continued.			
He will also indicate to the commander of a fleet the vessels whose crews are least fit for active service	XVIII		4
Right to grant leave of absence restricted	XXXII		4
Same	XXXII		5
Applications for surveys to be made in writing, to whom, and how made	XXXVI		2
Survey on an officer whose health requires that he shall leave a station	XXXVI		10
Copies of surveys, how forwarded	XXXVI		13
To approve bills before leaving a port	XXXVIII		10
Apartments on board a ship in which he is embarked	XXXIX		3
Commander of a receiving vessel.			
To take charge of recruits	XXXV		1
Examination of the same	XXXV		1
Transportation of recruits	XXXV		3
Clothing of recruits to be examined, marked, and a list made out	XXXV		4
Recruits to receive no advance clothing, stores, or money, except	XXXV		5
Instruction and examination of recruits	XXXV		6
Desertion of recruits to be prevented	XXXV		7
Recruits not to be rated as petty officers	XXXV		8
Transfers to a sea-going vessel to contain a due proportion of each class of recruits	XXXV		10
He will select the draught for the sea-going vessel	XXXV		12
Officers attached to a receiving vessel to live on board and conform to general regulations for sea-going vessel	XXXV		14
Commander of a squadron. (See *Commander of a fleet.*)			
Commander of a station.			
To furnish blank shipping articles to a vessel going to sea	I		11
He will sign the accounts of persons transferred from his station	III		25
Military honors if a flag officer	V		8
Salute if a flag officer	V		15
Right to grant leave of absence restricted	XXXII		4
Transportation of recruits	XXXV		13
Geographical limits of his command to be prescribed	XL		1
All reports and requisitions to be made to him	XL		2
He will conform to the regulations prescribed for commanders of fleets for procuring supplies	XL		3
He will exercise no authority over navy yards, except	XL		4
He will inspect vessels not commanded by his superiors	XL		5
When the vessel is under the command of a superior, how to proceed	XL		6
Inspecting officer of a ship to ascertain if any alterations have been made	XL		7
Receiving vessel and recruiting service, under his command	XL		8
When the commander of a station is at the same time commandant of the yard, and is temporarily absent	XL		9
Approval of requisitions	LII		1
His sanction for sales or purchases	LII		4
Commander of a steam vessel. (See *Commander of a vessel.*)			
Enjoined to use diligence in acquainting himself with the construction of engines	X		1
Consumption of coals	X		2
Spontaneous combustion	X		3
Cleanliness and ventilation	X		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a steam vessel—Continued.			
Before leaving port to take on board all spare gear and land none	X		5
Removal of incrustations and deposits	X		6
Trials of best means of using steam, amount of coal required	X		7
Not to use steam, except	X		8
Report of the number of hours a vessel is under steam	X		9
Accountability for unnecessary consumption of coal	X		9
Precautions when a steam vessel is met	X		10
Precautions when passing a steam vessel	X		11
Same when meeting a sailing vessel	X		12
Lanterns to be kept in good order	X		13
Examination of engines, &c., when a steamer arrives in port	X		14
Proposed alterations not to be entered in list of defects	X		15
Boilers to be filled with fresh water before going to sea	X		16
Repairs of engines	X		17
Force pumps	X		18
Bilge pumps not to be used on ordinary occasions	X		19
Steam log	X		20
Steam log to be handed to commander daily	X		21
Steam log to be transmitted to the bureau of construction, &c.	X		22
Steam engineers to conform to orders	X		23
Engineers to be arranged in watches	X		24
Senior engineer to prepare and submit station bills	X		25
Senior engineer to make daily inspection of engines	X		26
Oatmeal to be shipped for firemen and coal-heavers	X		27
Rarefaction of air below to remove foul air	X		28
Commander of a vessel. (See *Convoy. Commander of a steam vessel.*)			
Acting singly on a foreign station may receive on board distressed American seamen	I		13
General military command of the commander of a vessel on detached duty	II		19
Permission from him required to be absent from duty or from vessel after dark	III		1
Complaints and charges to be made to him	III		3
Meeting a superior shall show his orders and consider himself under his command	III		9
Meeting a superior and receiving orders at variance with his intended course, will make such course known to such superior	III		9
Meeting a superior and having sealed or secret orders and receiving orders from such superior	III		9
Having sealed or secret orders, or instructions, and receiving orders from a superior at variance with his original orders, he will make report to authority by which they were issued	III		9
Duty of the superior in the four cases above mentioned	III		9
He will, if in the United States, make no transfer of persons from his vessel to another vessel without authority from the Secretary of the Navy	III		24
He will sign the accounts of persons transferred from his vessel	III		25
His duty when an officer contracts a debt on a foreign station which said officer's pay will not enable him to discharge	III		26

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a vessel.—Continued.			
He will give all important orders to the officer of the deck at night in writing	III		35
When promoted on a foreign station not to be removed from command unless	III		39
His share of freight on money, plate, jewels and other treasure	III		40
His power to give acting appointments limited	IV		2
He may rate the petty officers of his vessel	IV		12
He may change the ratings of petty officers, and will make quarterly reports of the same	IV		14
Visits and interchange of civilities in a foreign port	V		30
He will conform to the civil and military regulations of the ports he may visit	V		35
Funeral honors	V		41
Visits of ceremonies to members of the diplomatic corps	V		49
Light to be shown when he is absent from the vessel	V		53
The commander-in-chief will report semi-annually as to the qualifications, &c., of the commanders of vessels under his command	VI		18
Reports, returns and requisitions made to him, and by him to the commander of division or in chief	VII		2
Report after battle of the conduct of officers	VII		7
Orders to the commander of a vessel in which the commander of a fleet or division is embarked	VII		8
When he is appointed he will make an examination of the vessel throughout	IX	1	1
He will report to the commandant of the yard defects or deficiencies in the vessel	IX	1	2
To be particular in examination and report when vessel is about to be transferred to his charge	IX	1	3
He will exercise no authority over the vessel until she is delivered to him	IX	1	4
Examination and formal transfer of the vessel to his command	IX	1	5
After a vessel is placed in commission the 1st section of the act for the government of the navy to be read	IX	1	6
He will be held responsible after assuming the command, and will set a good example to others	IX	1	7
He will prepare internal regulations and submit them for approval	IX	1	8
He will use every exertion to complete her arrangements and make weekly reports	IX	1	9
A statement of the vessel's condition and qualities will be furnished him	IX	1	10
He will cause station bills to be prepared and hung in some conspicuous place	IX	1	11
Precautions when approaching a vessel of war at sea	IX	1	12
In preparing his vessel for action, &c., he will follow the instructions of the bureau of ordnance	IX	1	13
The number of men in each rating not to be exceeded, except	IX	1	14
He will make quarterly returns of the state of his crew	IX	1	15
Not to allow the men to sell their clothing, except	IX	1	16
To encourage good behavior	IX	1	17
Quarterly reports of punishments	IX	1	18
He will make monthly reports in the United States, and bi-monthly reports on a foreign station, of all persons who have been received, have died, been discharged, or have deserted	IX	1	19

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a vessel.—Continued.			
He will encourage officers to improve themselves and require midshipmen to keep journals	IX.	1	20
He may require certain officers to make observations and report them	IX.	1	21
He will require certain officers to provide themselves with a sextant or octant and tables for ascertaining the ship's place	IX	1	22
Persons that he may take with him when transferred to another vessel	IX	1	23
Books and papers that he will deliver to his successor	IX	1	24
He will leave his successor a muster book and expense book	IX	1	25
Also a report of the qualities of his vessel, copy of which he will send to the department	IX	1	26
Women are not to be taken to sea, except	IX	1	27
To keep the sea the time required by his orders	IX	1	28
He will visit no port not designated in his orders	IX	1	29
He will give convoy to vessels of the United States and others	IX	1	30
He will explain satisfactorily cause of separation from a fleet or squadron	IX	1	31
He will facilitate examination by custom-house officers of the United States	IX	1	32
No public punishment or general exercise to be ordered while a superior is on board in command, except	IX	1	33
The boys of the ship to be instructed	IX	1	34
Apprentices not to serve as waiters, but to be instructed	IX	1	35
Vacancies among petty officers and seamen, how filled	IX	1	36
Instruction of ordinary seamen and landsmen	IX	1	37
He will report all passengers	IX	1	38
When acting singly he will be governed by the regulations for commanders-in-chief	IX	1	39
Before leaving port he will see that the ship has a bill of health	IX	1	40
He will keep a remark book, in which he will note all useful information	IX	1	41
Spare spars, sails, &c., to be tried in their places before going to sea	IX	1	42
Performance of divine service	IX	1	43
His duties in regard to the "preservation of the ship"	IX	2	
One of the three, or one of the two, senior officers to be at all times on board ship	IX	2	1
Leaves of absence restricted	IX	2	2
No officer, other than a lieutenant, or a passed midshipman, to have charge of a watch	IX	2	3
Crew to be allowed to go on shore on suitable occasions	IX	2	4
Permission to be obtained of the local authorities before allowing crew to go on liberty	IX	2	4
He will keep a liberty book	IX	2	5
He will cause the executive officer to keep a conduct book	IX	2	6
Cables to be bent when approaching land	IX	2	7
Hand leads to be used when ship is in less than 21 fathoms water	IX	2	8
In going into port or near shoals regular soundings to be taken	IX	2	9
Report to be made when the vessel gets on shore	IX	2	10
Precautions when the ship comes to an anchor	IX	2	11
Chain cables to be guarded against corrosion and inspected	IX	2	12

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a vessel—Continued.			
Lightning conductors to be ready for service	IX	2	13
Meteorological, barometrical, and sympiesometrical observations to be taken and recorded	IX	2	14
He will guard against fire	IX	2	15
Lights and fires not to be permitted when not necessary, and to be carefully guarded	IX	2	16
Reading in bed by candle or lamp light prohibited; smoking restricted to certain parts of the ship, and friction matches forbidden on board	IX	2	17
Precautions when the spirit room is opened	IX	2	18
Lights are never to be taken into the spirit room	IX	2	19
No spirituous liquors to be taken on board without his permission	IX	2	20
Precautions when powder is taken on board	IX	2	21
The magazine never to be opened without permission	IX	2	22
The vessel to be kept well caulked	IX	2	23
Carpenters and caulkers of the vessel to do this work	IX	2	23
In case of shipwreck he will save all he can, particularly certain books and papers	IX	2	24
To prevent their falling into improper hands, he will carefully preserve or destroy all signals, secret orders, &c.	IX	2	25
He will preserve strict discipline, and prevent irregularities	IX	2	26
In case of shipwreck he and his officers and crew will return to his station, or to the United States	IX	2	27
If shipwrecked within the United States, he will repair to the nearest navy yard or station and report	IX	2	28
In case of capture he will destroy all signals and other papers	IX	2	29
He will make no alterations in the internal arrangements of the vessel, except	IX	2	30
Lights, when and where to be carried	IX	2	31
Night order book	IX	2	32
"*Preservation of the men*"	IX	3	.....
Cleanliness, dryness, and pure air. Wet clothes and bedding not to be taken below	IX	3	1
Inspection of the vessel	IX	3	2
The decks to be frequently cleansed and dried	IX	3	3
Bedding and clothing to be aired and cleansed	IX	3	4
Men not to sleep where exposed to night dews and rains	IX	3	5
The men to bathe and wash frequently	IX	3	6
Attention to be paid to the suitable clothing of the men	IX	3	7
Boats crews to have their breakfasts before leaving vessel	IX	3	8
Boats not to be detained on shore after watch is set, except	IX	3	9
To prevent unnecessary exposure of men to danger	IX	3	10
He will guard against improper use of fruit	IX	3	11
He will order such issues of clothing as may be required	IX	3	12
Water not to be drank until cleared of impurities	IX	3	13
Allowance of water	IX	3	14
Issues of fresh meat and vegetables	IX	3	15
Discontinuance of spirit ration	IX	3	16
Comfort of sick and wounded	IX	3	17
Sick reports, &c	IX	3	18
Men sent to hospital	IX	3	19
Men sent to hospital in the United States from a vessel in commission to be borne on ship's books	IX	3	20
Application for men in hospital	IX	3	21

INDEX—Continued.

	Chapter	Sec.	Art.
Commander of a vessel—Continued.			
Clothing furnished to men in hospital	IX	3	22
Accounts of persons left in hospital	IX	3	23
Boarding vessels subject to quarantine	IX	3	24
Yellow flag to be hoisted when vessel is subject to quarantine	IX	3	25
Life buoys to be kept ready for service	IX	3	26
Quarter boats to be kept ready for lowering	IX	3	27
The lives of the men not to be exposed unnecessarily	IX	3	28
Steering a course that is leading into danger	IX	3	29
Preservation of stores	IX	4	
He will have inventories of all articles in the different departments	IX		1
Accounts and returns, to whom made	IX	4	1
Account of stores when the ship is paid off or placed in ordinary	IX	4	2
Examination and approval of returns, requisitions, and accounts	IX	4	3
In making or approving requisitions, allowances not to be exceeded	IX	4	4
Economy and care in expenditures	IX	4	5
In case of cutting, slipping, or parting a cable	IX	4	6
Disposition of stores when a vessel is placed in ordinary	IX	4	7
Empty packages and barrels	IX	4	8
Slush money	IX	4	9
Not to land stores unless ordered, and to reship them unless otherwise directed	IX	4	10
Masts not to be strained in setting up stays	IX	4	11
How lower and topmast stays and shrouds are to be set up	IX	4	12
Muster before going to sea; muster-roll how kept and forwarded	IX	4	13
In his absence the executive officer will act in his stead, but will not change regulations	XI		19
The chief engineer to report any defects he may discover in the machinery	XVII		1
Engineer station bills to be submitted to him	XVII		4
Reports to him by the chief engineer	XVII		5
Control of the engineer department	XVII		7
Leave of absence to men in the engineer department	XVII		8
Daily report by the surgeon	XIX		7
Approval of paymstaer's requisitions	XXI		1
Same	XXI		2
He will inform the paymaster of all resignations, dismissals, discharges, transfers, desertions, deaths, &c.	XXI		11
Monthly entries in his expense book from the yeoman's accounts	XXV		4
He will approve the yeoman's abstract expense book, if found correct	XXV		5
His duties in regard to the yeoman's expense books at the end of a cruise	XXV		6
He will command on detached duty even if junior in rank to the marine officer	XXVIII		19
Honorable discharges to enlisted men	XXXIV		1
How he will award them and how he will be assisted	XXXIV		1
He will report the names of those entitled to honorable discharges	XXXIV		2
Endorsement on an honorable discharge	XXXIV		6

INDEX—Continued.

	Chapter.	Sec.	Art.
Commander of a vessel—Continued.			
Honorable discharges to invalids sent to the United States from a foreign station	XXXIV		11
Applications for surveys	XXXVI		2
Survey and report when on officer in charge of money or articles shall die, &c	XXXVI		9
Survey on an officer whose health requires that he shall leave a station	XXXVI		10
His approval to a muster book	XXXVIII		5
His approval to a quarterly muster and pay roll	XXXVIII		6
He will approve bills before leaving a port	XXXVIII		10
He will point out deficiencies to the commanding officer of a navy yard	XLI		20
Command, general military. (See *General military command.*)			
Commands. (See *Rates and complements.*)			
Appropriate for captains	I		2
Same for commanders	I		2
Same for lieutenants	I		2
To be assigned according to the provisions of this article, unless	I		2
The commander of a fleet or squadron not in command of a vessel to be borne as supernumerary	I		7
Commission.			
Officers part of the personnel of the navy	II		1
Officers who are entitled to exercise general military command	II		2
Officers restricted in their right to command	II		3
Officers to take rank and command according to date of commission or position on Navy Register	II		6
Any commission officer may exercise command in case of riot or quarrel	II		8
Any person refusing obedience to a commission officer, in case of riot or quarrel, to be punished	II		8
Fleet surgeons to have precedence with commanders according to date of appointment and	II		12
Officers of medical, pay, and engineer corps to have rank in their own corps according to date of commission or warrant	II		22
No person in the United States, not holding a commission, to be ordered to duties pertaining to a commission officer, except	IV		1
No officer in the United States, holding a commission, to receive an acting appointment to a higher grade than his own, except	IV		1
Vacancy in the complement of commission officers, how it may be filled	IV		3
An officer appointed while on a foreign station to act in a higher grade than his	IV		5
No person to receive an original commission unless found physically qualified	IV		45
Military honors to commission officers below the rank of commander	V		13
Funeral honors to commission officers not in command	V		42
Starboard gangway reserved for commission and warrant officers	V		54
As soon as possible after a vessel is put in commission the 1st section of the "Act for the government of the navy" to be read	IX	1	6
Marine guard to be sent on board when a vessel is put in	XXVIII		1

INDEX—Continued.

	Chapter	Sec.	Art.
Commission—Continued.			
When a vessel is put out of commission the marine guard is to remain until all have left	XXVIII		27
Duty pay of commission officers	XXXI		5
Two commission officers to be selected to survey articles reported defective	XXXVI		3
The commanding officer of a yard to exercise no authority over vessels in	XLI		18
Vessels in commission not to be repaired at a navy yard without permission, except	XLI		23
Commissions, military. (See *Military commissions.*)			
Communicating with vessels.			
Boats to carry ensign	III		34
Not to board a vessel that would subject to quarantine	IX	3	24
If any communication has taken place that would subject to quarantine, a yellow flag to be hoisted	IX	3	25
Compass.			
No boat to leave a ship at sea without being provided with a compass	XI		21
The master will examine the compasses and keep them in condition for service	XIII		15
The master will report daily the variation of the	XIII		16
Compensation.			
To mechanics on board United States vessels for repairs done to merchant vessels of the United States	III		13
No officer to receive compensation for repairs as above	III		14
An officer, whether appointed or ordered to perform the duty of a higher grade, will be entitled, while so acting, to receive the compensation of that grade	IV		8
Complaint.			
Combinations of officers for the purpose of making complaint forbidden	III		41
Officers not to delay obedience to an order for the purpose of making	III		41
Complement. (See *Rates and complements. Table of complements.*)			
When the department may order a greater number of officers to a vessel than her complement, to be borne as supernumeraries	I		5
Of vessels not embraced in the table of complements	I		12
Distressed American sailors may be received on board as supernumeraries without reference to complements	I		13
Officers ordered to a vessel as supernumeraries, to take rank and do duty as if belonging to complements	I		15
Officers as passengers, not entitled to quarters to the prejudice of officers of regular	I		16
A vessel ordered on service with less than her complement of officers, no acting appointments to be made	IV		2
Vacancy in the complement of commission or warrant officers, how they may be filled	IV		3
When the complement of officers is temporarily reduced by absence or sickness, how to be filled	IV		6
Commander of a seagoing vessel to rate the crew transferred from the receiving vessel, according to the complement table	IV		12
A lieutenant over and above the complement may be allowed the commander of a fleet or squadron as aid	IV		43
The number of men in each rating not to be exceeded, except	IX	1	14
Men sent to a hospital in the United States from a vessel in commission, to be continued as her	IX	3	20

INDEX—Continued.

	Chapter.	Sec.	Art.
Complement—Continued.			
The marines in a vessel will be entered separately on the books, part of her	XXVIII		3
Deficiencies of complement of marines in vessels, how they may be supplied	LI		10
Complement table. (See *Table of complements.*)			
Condemned timber. (See *Timber.*)			
Conduct book.			
The commander of a vessel will cause the executive officer to keep a	IX	2	6
Conduct.			
Respectful conduct to superiors enjoined on all	III		2
Improper conduct to be reported—how, to whom	III		4
Constructing engineer. (See *Navy yard. Constructing or civil engineer.*)			
Construction.			
No deviation in the construction of vessels to be made, unless from absolute necessity, without the United States	III		10
Such deviation, as above, must be reported	III		10
Constructor. (See *Navy yard. Naval constructor.*)			
Consul.			
When a man is discharged without the United States, information is to be given to the nearest	III		20
A person so discharged, if it be at his own request, shall have no claim on	III		20
Captains of single vessels will pay first visit to consuls general	V.		49
Commanders and lieutenants commanding will pay first visit to consuls	V.		49
In making purchases where there is no agent, the consul to be preferred	VI		11
Consumption of coals.			
Commander of a steam vessel to ascertain daily	X.		2
Contumacy			
Of midshipmen in the navy	IV		21
Contraband of war.			
Vessels under convoy, bound to a belligerent port, not to take on board articles that are	LIII.		3
Contractor.			
Improper conduct, fraud, &c., of a contractor to be reported. Particulars and proofs of same to be stated.	III		4
All persons in the navy prohibited from acting as agents for a	III		16
Contradictory orders.			
Are to be obeyed, after representing, in writing if practicable, how they conflict with orders previously received, circumstances to be reported	III		5
Contracts.			
All persons in the navy are prohibited from having any interest in a contract for the United States	III		16
Inspection and survey of articles received under contract.	XXXVI		1
The navy agent will purchase the articles not furnished by contract.	LII.		1
Conversation.			
The officer of the watch will enter into conversation, except	XII	2	12
Conversion.			
Of materials in the department of master workmen at navy yards	XLVII		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Convoy.			
Commanders of vessels will give convoy to vessels of the United States and others	IX	1	30
Written directions and signals to be prepared for a	LII.		1
List of vessels under	LIII.		2
Contraband articles	LIII.		3
Vigilance in defending from surprise or attack	LIII.		4
Separation to be prevented	LIII.		5
Different convoys sailing at the same time	LIII.		6
Delinquent vessels to be reported	LIII.		7
Masters disobeying orders to be refused further protection	LIII.		8
Cook.			
One officer's cook to be borne as supernumerary in a flag ship	I.		8
A commanding officer may take his cook with him when transferred to another vessel	IX	1	23
He is responsible for the fresh meat and vegetables in his charge. Meat to be tallied	XXVI.		1
Rations to be properly cooked	XXVI.		2
Boilers, &c., to be kept clean. Order to be preserved	XXVI.		3
To allow no unauthorized cooking	XXVI.		4
Petty officers to be excused from serving as mess cooks	XXVII		3
Cooking.			
The ship's cook to allow no unauthorized	XXVI.		4
Copy.			
To be kept of all official letters	XXXVII.		8
Copy of survey. (See *Report. Survey.*)			
Corporal, ship's. (See *Ship's corporal.*)			
Corps.			
Uniform to be prescribed so as to mark the different	III		31
Correspondence. (See *Official correspondence.*)			
Officers on foreign stations or travelling in foreign countries, will communicate useful information	III		32
The commander of a fleet or squadron will correspond regularly and frequently with the department. Information that he will give	VI.		19
Manner in which the correspondence of a commander-in-chief shall be kept	VI.		21
The commander-in-chief will offer plans and suggestions for improvements	VI.		22
Reports of marine officers	XXVIII		25
Communications that are to be addressed to the Secretary of the Navy	XXXVII.		1
Communications to be addressed to the different bureaus of the department	XXXVII.		2
When the same communication is made to the Secretary of the Navy and a chief of bureau, the writer shall so state	XXXVII.		3
In case of doubt as to the proper address, the communication to be directed to the Secretary of the Navy	XXXVII.		4
How communications, reports, or requests are to be made and transmitted	XXXVII.		5
Official rank to be annexed to signature	XXXVII.		6
The operations of the vessel, &c., not to be commented upon in private correspondence	XXXVII.		7
Copies of letters to be kept, and official correspondence filed	XXXVII.		8
Receipt of orders, &c., to be acknowledged	XXXVII.		9
Official communications not to be published	XXXVII.		10

INDEX—Continued.

	Chapter.	Sec.	Art.
Correspondence—Continued.			
Size of the paper upon which official communications are to be written	XXXVII		11
Letter books to be kept at navy yards and stations	XXXVII		12
Reports in relation to official conduct of officers to be communicated to them	XXXVII		13
Official correspondence of officers of the marine corps	LI		9
Correspondence, official. (See *Correspondence Official correspondence.*)			
Councils.			
Precedence of officers acting upon	II.		20
Councils of war.			
Precedence of officers at	II.		20
Countermanding orders.			
An officer countermanding the orders of a common superior	III		6
Orders countermanding a written order, to be given in writing	III		7
Countersign.			
At a navy yard	XLI		15
At a navy yard, by whom and to whom given	LI		4
Course.			
The commander-in-chief will direct the course to be steered	VI		30
The officer of the watch not to change ship's course, except	XII	2	4
Court-martial.			
Any person refusing obedience to a commissioned or warrant officer, in case of riot or quarrel, shall be punished by a	II.		8
Precedence of officers at a	II.		20
Discharge of a man without the United States, by sentence of a	III		20
A person producing a false certificate at an examination for promotion, to be tried by	IV		35
Precedence at a	XXVIII		20
No officer to be put on furlough except by sentence of a court-martial, or by the Secretary of the Navy	XXXII.		6
Court of inquiry.			
Precedence at a	XXVIII		20
Cockswain			
One cockswain to be borne as supernumerary in a flagship	I.		8
One additional cockswain to be borne as supernumerary when a captain of the fleet is embarked	I.		8
A commanding officer may take his cockswain with him when transferred to another vessel	IX	1	23
Craft.			
The master-at-arms to examine craft alongside	XXIV		2
Crew. (See *Commander of a vessel, section 3d, "Preservation of men." Persons, if in reference to complements.*)			
Transfer of a crew from a receiving ship to a sea going vessel	IV		12
They will be allowed liberty on suitable occasions	IX	2	5
Disposition of the crew of a vessel undergoing repairs	XLI		22
Crime.			
Any person who may be cognizant of a crime is immediately to report the same	III		46
Criminal process.			
Officers to assist civil authorities in the execution of a	III		19

INDEX—Continued.

	Chapter.	Sec.	Art.
Custom-house.			
Examination by custom-house officers to be facilitated by the commanders of vessels	IX	1	32
Damaged articles.			
Survey of	XXXVI		5
Danger.			
Steering a course which may lead to danger when sailing in squadron	IX	3	29
Duty of the executive officer in case the ship is in	XI		16
The officer of the watch will alter ship's course or sails without orders, only to avoid imminent danger	XII	2	4
When approaching land, shoals, &c., the master will inform the captain of any danger to which he may think the vessel exposed	XIII		13
The master will report to the captain any danger that may be near	XIII		16
Date.			
Commission and warrant officers to take rank according to	II		6
Officers of same grade and date to take precedence according to position on the Navy Register	II		18
Accounts to bear date of approval	XXXVIII		11
Dead men.			
Disposition of their effects	XXI		31
The master-at-arms to take charge of the effects of	XXIV		4
Death.			
Vacancies by the death of the commander of a vessel, how filled	IV		11
Monthly and bi-monthly report of deaths by the commanders of vessels	IX	1	19
The paymaster to be informed of all deaths	XXI		11
Mark on the muster-roll opposite the name of a person who may die	XXX		2
Of an officer in charge of money, stores, &c	XXXVI		9
Debt. (See *Indebtedness.*)			
An officer contracting a debt on a foreign station	III		28
Deck. (For officer of the deck, see *Watch.*)			
No alterations to be made in the decks of ships, except	IX	2	30
To be frequently cleansed and dried	IX	3	3
Declaration of Independence.			
Military honors on the anniversary of the	V		23
Salute on same occasion	V		25
Decorum.			
The officer of the watch will preserve decorum on the quarter deck	XII	2	17
Defect.			
The executive officer will report any defect he may discover	XI		10
The carpenter will prepare a list of defects on going into port	XVI	4	6
Reports of defects in machinery of a steamer	XVII		1
Report of defect or accident to the same	XVII		5
The commander of a vessel will point out to the commandant of a yard any defect he may discover	XLI		21
Defects in vessels to be reported by the naval constructor	XLIV		5
If the navy storekeeper discovers defects in articles that have been inspected	XLIX		10
Defective timber. (See *Timber.*)			

INDEX—Continued.

	Chapter.	Sec.	Art.
Deficiency.			
Vessel not to be detained if deficiency of *seamen* does not exceed one-fourth her allowance, provided	I		9
Of petty officers not exceeding $\frac{2}{10}$ of her allowance, not to be cause of detention of vessel	I		9
May be supplied by promotions by commanders of vessels	I		11
A vessel ordered on service, or separated from a squadron with less than her complement of officers, no acting appointments to be made to supply deficiency, except	IV		2
The executive officer will report any deficiency he may discover	XI		10
The commander of a vessel will point out to the commanding officer of a navy yard any deficiency he may discover	XLI		20
If the navy storekeeper discovers any deficiency in any articles which have passed inspection	XLIX		10
Delinquent vessels.			
In a convoy to be reported	LIII		7
Delivery of a deserter.			
Demand on a foreign vessel of war for the	III		43
Delivery of stores.			
Bill of lading to specify the precise place to which stores are ordered and the price of freight	XLIX		14
Demand for a deserter. (See *Delivery of a deserter.*)			
Department. (See *Navy Department Secretary of the Navy.*)			
Descriptive list.			
Of recruits	XXXIII		19
If an honorable discharge is lost, reference to be made to the department for a	XXXIV		5
Of recruits	XXXV		2
When a recruit is transferred a descriptive list to be sent with him	XXXV		3
Desertion.			
Demand for the delivery of a deserter	III		43
Monthly and bi-monthly reports of desertions by the commander of the vessel	IX	1	19
The paymaster to be informed of all desertions	XXI		11
Mark on the muster-book opposite the name of any person who has deserted	XXX		2
What constitutes	XXX		5
Same	XXX		6
Same	XXX		7
To be prevented in a receiving vessel	XXXV		7
Deserter. (See *Desertion.*)			
The master-at-arms to have charge of the effects of a	XXIV		4
Apprehension of a deserter from a detachment of marines	LI		19
Detached duty.			
Command and precedence of the commander of a vessel on	II		19
Command of a party of 19 or more men on	III		44
Detachment from duty.			
When officers are detached from duty they will inform the department of their intended residence	III		29
Mark on the muster-book opposite the name of a person detached or transferred	XXX		2
Detachments.			
Of marines to be accompanied by one marine officer	XXVIII		11
Of marines and sailors; who shall command	XXVIII		18
Of marines and sailors; military command	XXVIII		19
Detail, Officer of. (See *Officer of detail.*)			

INDEX—Continued.

	Chapter.	Sec.	Art.
Detection of offenders.			
All persons enjoined to detect and report offenders	III		46
Detention.			
Of a vessel on account of deficiency of seamen and petty officers	I		9
Deteriorated or damaged articles.			
To be reported by the fleet surgeon	XVIII		5
Survey of same	XXXVI		5
Dew.			
Men not to sleep where exposed to night dews	IX	3	5
Diet.			
The fleet surgeon will specify those vessels whose crews require a change of	XVIII		4
Diligence.			
Enjoined on passed midshipmen	XIV		1
Dimension.			
The dimension of articles as prescribed by general regulations to be adhered to	XVI	1	3
Expenditure of articles which are not of the precise dimension prescribed in the requisition	XLIX		13
Diplomatic corps.			
Salutes and military honors to the	V.		27
Visits of ceremony to the	V.		49
Directions.			
The commander of a convoy to prepare directions and signals	LIII		1
Disability.			
Survey to ascertain the disability of a person found unfit for service	III		22
Discharge. (See *Honorable discharge.*)			
Of a petty officer or person of inferior rating without the United States	III		20
When any person, as above, is discharged *without* the United States, information to be given to the nearest consul	III		20
When any person is discharged, as above, a report of the circumstances to be made	III		20
An enlisted man may receive his discharge on a foreign station at his own request, if his term of service has expired	III		21
A man discharged as above to have no claim on consul	III		21
To be so stated (as above) on his	III		21
Of enlisted men *within* the United States	III		23
Of a commodore's secretary	IV		15
Of a captain's clerk	IV		15
Of a paymaster's clerk	IV		16
Monthly and bi-monthly reports of discharges by the commanders of vessels	IX	1	19
A conduct book to assist in preparing discharges to be kept by the executive officer	IX	2	6
The paymaster to be informed of the discharge of any person attached to the ship	XXI		11
The paymaster to be notified when any one is to be	XXI		12
Of a yeoman	XXXIV		10
A person discharged at his own request before expiration of term of enlistment not entitled to honorable	XXXIV		12
Of mechanics and laborers at navy yards	XLIV		3
Of persons in the civil or constructing engineer's department	XLV		6

INDEX—Continued.

	Chapter.	Sec.	Art.
Discharge—Continued.			
Of persons in the chief engineer's department at a navy yard	XLVI		3
Persons discharged for misconduct from one navy yard not to be employed at another	XLVII		10
Discipline.			
The commanding officer of a vessel will preserve strict discipline and prevent irregularities	IX	2	26
Petty officers will aid in maintaining	XXVII		2
Disease. (See *Sickness.*)			
Exposure that may produce disease to be avoided	IX	3	10
The fleet surgeon will suggest best mode for the prevention of	XVIII		3
Infectious diseases to be guarded against	XIX		9
Dismantle.			
Duties of the boatswain, gunner, carpenter and sailmaker when a ship is to be dismantled	XVI	1	6
Dismissal.			
The paymaster to be informed of the dismissal of any person belonging to the ship	XXI		11
Disobedience.			
Masters of vessels under convoy disobeying orders to be refused further protection	LIII		8
Disrating.			
Non-commissioned officers of marines may be disrated	XXVIII		24
Distress.			
Public stores not to be appropriated to private use except in case of	III		12
In cases of distress gratuitous assistance to be given	III		15
Distressed American seamen.			
May be received on board on a foreign station as supernumeraries	I		13
When so received are amenable to laws and regulations	I		14
Divine service.			
Commanders of vessels enjoined to see that divine service is performed in a proper manner	IX	1	42
Division.			
Lieutenants to be attentive to the wants and clothing of the men in their	XII	1	4
Docking. (See *Undocking.*)			
A vessel	XLIV		10
Dress.			
Uniform dress to be prescribed by the President	III		31
Dressing ship.			
Ships in commission and in port to be dressed with flags on 4th of July	V		23
No national flag except the American to be used in	V		24
Drill.			
Marines to be frequently drilled	XXVIII		12
Of marines at great guns	XXVIII		13
Drunkenness. (See *Intoxication.*)			
Dryness.			
To be secured	IX	3	1
Decks to be frequently aired and dried	IX	3	3
Bedding and clothing to be aired and dried	IX	3	4
Duel.			
Duty of an officer who becomes privy to an intention to fight a	III		36
Duty of an officer invited to act as a second at a	III		37

INDEX—Continued.

	Chapter.	Sec.	Art.
Duel—Continued.			
An officer who has given offence, injured, or insulted another officer, and offers an apology, redress, or reparation for the same	III		3
Duty.			
Officers ordered to vessels as supernumeraries to take rank and do	I		15
Precedence of officers on duty when joint views and opinions are to be expressed	II		20
No person to absent himself from duty without permission	III		1
Officers to show example of attention to duty to those under them	III		2
Exchange of duty forbidden unless by proper authority	III		8
Parties of 19 or more men on shore or other detached duty to be commanded by a lieutenant or master	III		44
Officers not limited to the duties prescribed in these regulations	III		45
Commanding officers to take care that every officer performs his duty promptly	III		45
No officer on leave of absence or furlough to be ordered on duty, except	IV		1
A temporary vacancy occasioned by the absence on duty of an officer, how filled	IV		6
Acting appointments and orders to perform duty of a higher grade to state the vessel	IV		9
Lieutenants to be attentive to	XII	1	
Lieutenants will conform to the practice and words of command of the executive officer	XII	1	2
Duties of a watch officer	XII	2	1
Passed midshipmen to be preferred to midshipmen for more responsible duties	XIV		6
Unless midshipmen give proper attention to their duties they will not be allowed to leave the ship	XV		5
Of a boatswain in regard to the men	XVI	2	1
During the absence of the chief engineer his duties will devolve on the first assistant engineer	XVII		14
One engineer to be always on	XVII		16
Of a chief engineer at a navy yard	XLVI		1
Of a fleet surgeon	XVIII		1
Close attention to duty and to that of those under him enjoined on the fleet surgeon	XVIII		2
Duties of a surgeon	XIX		
Duties of passed and other assistant surgeons	XX		
Assistant surgeons will perform the duties assigned to them	XX		2
In the absence of the surgeon the oldest assistant surgeon to perform his duties	XX		3
The chaplain to be attentive to his duties	XXII		2
Duties of marines in vessels	XXVIII		
Marines not to be diverted from their appropriate duties	XXVIII		6
One marine officer to be at all times on board for	XXVIII		36
Pay of commission and warrant officers	XXXI		5
Constant attention to duty enjoined on recruiting officers	XXXIII		1
Of junior officers on recruiting service	XXXIII		2
Duties of recruits in receiving vessels	XXXV		9
Approval of an officer to a bill for the performance of a	XXXVIII		7
Duties of the commanding officer of a navy yard	XLI		1
The commanding officer of a navy yard will see that all under him perform their	XLI		5

INDEX—Continued.

	Chapter.	Sec.	Art.
Duty—Continued.			
Of the executive officer of a navy yard	XLII		1
Of lieutenants at navy yards	XLIII		1
Of the naval constructor	XLIV		1
Of the civil or constructing engineer	XLV		1
Required of the civil or constructing engineer at navy yards, required also of the chief engineer at the same.	XLVI		4
Of master workmen	XLVII		
Of the paymaster of a yard	XLVIII		
Of the navy storekeeper	XLIX		
Of the clerk of a yard	L		
Of marines at yards	LI		
Duty, detached (See *Detached duty.*)			
Duty, sea. (See *Sea duty.*)			
Duty, shore. (See *Shore duty.*)			
Economy.			
Of moneys and stores enjoined on all	III		11
Of stores and provisions enjoined on the commander of a fleet	VI		5
The same enjoined on the commander of a vessel	IX	4	5
In the use of coals enjoined	X		7
In the use of timber at navy yards	XLIV		4
Effects.			
The effects of dead men, deserters, and liberty men to be taken in charge of by the master-at-arms	XXIV		4
Emolument.			
No person in the navy to receive any emolument from any contractor, agent, &c	III		16
Employment of mechanics.			
Duty of the commanding officer of a navy yard in relation to the	XLI		2
Encouragement.			
Meritorious conduct to be encouraged	IX	1	17
Commanders of vessels to encourage officers to improve themselves in nautical science	IX	1	20
Enemy.			
Any mistake or negligence by a vessel of one squadron or division in the presence of an enemy may be corrected by the commander of another squadron or division	VII		3
In case of surrender to an enemy, all signals, secret orders, &c., to be destroyed	IX	2	29
Engagement.			
The navy agent to make no engagement, except	LII		2
Engine. (See *Steam engine.*)			
Engineer. (See *Engineer corps; Chief engineer navy yard; Chief engineer.*)			
Chief engineer restricted in his right to command	II		3
All assistant engineers restricted in their right to command	II		3
Rank and command in the engineer corps	II		22
Must conform to police regulations	II		23
Steam log, how kept and by whom signed	X		20
The chief engineer will hand the steam log to the commander daily	X		21
Engineers to conform to regulations	X		23
Engineers to be arranged in watches	X		24
Senior engineer to prepare and submit station bills	X		25
Senior engineer to make daily inspection of engine	X		26
One engineer to be at all times on duty in the engine room.	XVII		16

INDEX—Continued.

	Chapter.	Sec.	Art.
Engineer—Continued.			
Firemen to be instructed so as to act as engineers in case of necessity	XVII		18
Duties of a chief engineer at a navy yard	XLVI		
Engineer, civil. (See *Navy yard, civil or constructing engineer*)			
Engineer corps.			
Rank and command of officers of the engineer corps in their own corps	II		22
Officers of engineer corps must conform to regulations	II		22
Qualifications for appointment to the	IV		31
Qualifications for promotion in the	IV		32
Engineer, first assistant. (See *First assistant engineer*)			
Engineer, second assistant. (See *Second assistant engineer.*)			
Engineer, third assistant. (See *Third assistant engineer.*)			
Engine, fire. (See *Fire engine.*)			
Engineer watch.			
In the engine room	XVII		13
Duty of the engineer of the watch in reference to the steam log	XVII		15
Enlistments. (See *Recruiting service.*)			
May be made by the commander to supply deficiencies	I		11
Discharge for disability existing prior to enlistment	III		23
Monthly and bi-monthly reports of enlistments by the commander of a vessel	IX	1	19
Recruiting officers to guard against the enlistment of improper persons	XXXIII		1
Honorable discharge money on re-enlistment	XXXIV		6
Advance pay on the re-enlistment of a person who has received an honorable discharge	XXXIV		7
Persons holding an honorable discharge, physically disqualified, not to be re-enlisted	XXXIV		8
Reference to be made in the returns of persons re-enlisting under honorable discharges	XXXIV		9
Persons discharged at their own request before the expiration of term of enlistment	XXXIV		12
Of marines	LI		20
Ensign. (See *Colors.*)			
Boats are to carry an ensign in foreign ports, or when communicating with foreign vessels	III		34
The American ensign to be displayed at the main during the presence of the President on board a vessel of the navy	V		2
The display of the ensign as above to be omitted when an ex-President visits a vessel of the navy	V		4
When a sovereign or chief magistrate of a foreign State visits a vessel of the navy, the national ensign of the person selected to be displayed at the main	V		6
No national colors except the American to be used in dressing ship	V		24
When a foreign diplomatic person is saluted his national ensign to be hoisted at the fore	V		27
In celebrating a foreign anniversary in a foreign port the national ensign of the nation may be worn	V		33
No vessel to lower her ensign to a foreign vessel, unless	V		39
At half mast during the funeral service of a commanding officer	V		41
At half-mast during the funeral service of commission officers, masters and secretaries	V		42
Same during the funeral service of warrant officers	V		43

INDEX—Continued.

	Chapter.	Sec.	Art.
Ensign—Continued.			
Same during the funeral service of petty officers and persons of inferior ratings	.....	.....	.....
Same during the funeral service of any other person who may be on board	V	.....	46
Vessel placed in commission by hoisting her ensign and pendant	IX	1	5
Entering gates.			
Of navy yards to be closed at sunset	XL	.....	35
Entry in the muster book.			
How entries are to be made in the muster book	XXX	.....	3
Equipment.			
No alteration in the equipment of vessels to be made except with the sanction of the department, unless in case of absolute necessity, without the United States.	III	.....	10
Such alteration as above to be reported to proper bureau of the department	III	.....	10
The commander of a fleet will use every exertion to equip his fleet expeditiously	VI	.....	2
Of vessels not to be delayed by leaves of absence	XXXII	.....	3
Of a vessel at a navy yard. Her officers and others to assist	XLI	.....	21
Of a vessel for service to be under the direction of the commanding officer of the navy yard	XLI	.....	25
Navy officers to have charge of the equipment of vessels at yards	XLI	.....	30
No alterations to be made in the equipment of vessels	XLI	.....	36
Error.			
The master will note errors on charts	XIII	.....	14
Estimates.			
To be prepared by the civil or constructing engineer	LV	.....	3
Same	LV	.....	4
Examination.			
Of candidates for higher appointments	IV	.....	10
Report of examination as above to be forwarded to the Secretary of the Navy	IV	.....	10
Of boatswains, gunners, carpenters and sailmakers	IV	.....	19
Of second masters and masters' mates	IV	.....	19
Of midshipmen	IV	.....	21
Of candidates for admission or promotion in the engineer corps	IV	.....	32
Penalty for producing a false certificate	IV	.....	35
Of candidates for admission or promotion. Certificates to be given	IV	.....	37
When an officer other than a midshipman is prevented from attending an	IV	.....	38
When an officer shall fail to pass a first	IV	.....	39
Any officer failing to pass a second examination to be dropped	IV	.....	40
All candidates for an original commission, warrant or appointment, to be examined as to his physical qualifications	IV	.....	45
Of hospital and hospital ships	VI	.....	7
Of a vessel when the commander is appointed	IX	1	1
And reports by the commander of a vessel when she is transferred to his charge	IX	1	3
When a vessel is formally transferred to her commander.	IX	1	5
Of engines when a steamer arrives in port	X	.....	14
The executive officer will examine ship daily	XI	.....	4

INDEX—Continued.

	Chapter.	Sec.	Art.
Examination—Continued.			
Of the men when they join the vessel	XIX		10
Pay of persons examined and promoted	XXXI		15
Of recruits considered unfit for service	XXXV		1
Of fire engines at navy yards	XLI		9
Of articles passing in or out of a yard	XLI		32
Of vessels upon the stocks	XLIV		6
Of bills by the civil or constructing engineer	XLV		8
Example.			
Officers to set good example to those under them	III		2
The flag-ship to be a proper example to others	VI		16
The commander of a vessel to set an example of obedience and respect to his superiors, and of unremitting attention to his duties	IX	1	7
Petty officers to set a good example to their inferiors	XXVII		1
Exchange.			
Of duty forbidden, unless duly authorized	III		8
Execution of a civil process.			
Assistance to the civil authorities in the execution of a civil process	III		19
Executive officer.			
Duties of the executive officer	XI		
When a commander may be allowed as the executive officer of a line of battle ship	I		6
All important orders from the executive officer to the officer of the deck at night to be in writing	III		35
Honors to a commander doing duty as executive officer and messing in the ward-room	V		51
Will keep a conduct book	IX	2	6
When the commander inspects his vessel he will be accompanied by the executive officer	IX	3	2
The condition of the life-buoys to be reported to the executive officer	IX	3	26
Who shall be executive officer	XI		1
Will have general superintendence	XI		2
Will have quarter, watch, and station bills prepared	XI		3
Will examine the ship daily	XI		4
The master, boatswain, gunner, carpenter, and sailmaker will report to him	XI		5
Will report to the commander in the evening the condition of the vessel	XI		6
Will control the expenditures of stores, except	XI		7
Will require vigilance and conformity to orders	XI		8
Will have charge of deck, when	XI		9
Defects or deficiencies dangerous to the vessel to be reported	XI		10
Cistern and store-room keys	XI		11
Never to absent himself from the vessel except	XI		12
Not required to keep watch unless	XI		13
May advise of the deck, when	XI		14
To inform himself of the capacity, &c., of the men	XI		15
His duty in case of fire	XI		17
Must know when persons leave or return to the ship	XI		18
To act when the captain is absent	XI		19
To correct abuses and report violations of laws	XI		20
A boat leaving a ship at sea will be provided with a compass	XI		21
Quarter-boats, how they will be prepared for sending from ships at sea	XI		22

INDEX—Continued.

	Chapter.	Sec.	Art.
Executive officer—Continued.			
The practice and words of command of the executive officer to be conformed to by the lieutenants	XII	1	1
Will designate the boats that each lieutenant shall have charge of	XII	1	5
Reports to executive officer by the boatswain, gunner, carpenter, and sailmaker	XVI	1	7
The condition of the lower and mainyard rigging to be reported by the gunner to executive officer	XVI	3	2
If the sailmaker discovers defects he will report them to the executive officer	XVI	5	1
The yeoman will present his accounts weekly to the executive officer, who will certify the same and hand them to the commander of the vessel	XXV		4
Executor.			
The paymaster not to pay to an executor unless	XXI		27
Exercise.			
Vessels of a fleet or squadron to be frequently exercised	VI		12
Boats to be frequently exercised	VI		13
No general exercise to be ordered by the commander of a vessel while a superior is on board in command, except	IX	1	33
Of recruits	XXXV		6
Of marines to be the same as those established for the army	LI		14
Expenditure.			
Unnecessary expenditure to be avoided	III		11
Returns of expenditure by the commander of a vessel to the commander of a division, squadron or fleet	IX	4	1
Account of expenditure when ship is paid off or placed in ordinary	IX	4	2
Examination and approval of expenditure	IX	4	3
Economy and care in expenditure enjoined	IX	4	5
The executive officer to have charge of the expenditure of stores	XI		7
Master will report daily the expenditure of fuel and water	XIII		12
Of powder	XVI	3	4
Of coal, engineer stores, &c	XVII		6
Of medical stores	XIX		3
Report of expenditure of provisions, money, clothing, and small stores	XXI		28
The civil or constructing engineer to keep an account of expenditure on each object	XLV		13
Of articles returned from vessels	XLIX		11
When articles are nearly expended the storekeeper is to report	XLIX		12
Of articles which are not of precise dimensions, form or quality named in the requisition	XLIX		13
The navy agent to incur no expense, except	LII		4
Expense. (See *Travelling expenses.*)			
Of altering the arrangement of vessels to be reported to proper bureau of the department	III		10
Unnecessary expense to be avoided	III		10
The navy agent to incur no expense except	LII		4
Expense book.			
A commanding officer will leave his successor a complete expense book	IX	1	25
The commanding officer will regulate the entries in his expense book from the yeoman's accounts	XXV		4
The yeoman's abstract expense book	XXV		5

INDEX—Continued.

	Chapter.	Sec.	Art.
Expiration of service.			
Discharges of enlisted men on a foreign station on account of expiration of service	III		21
An enlisted man may be discharged from service by order of commander of vessel or station on account of expiration of service	III		23
On the return of a vessel to the United States persons whose terms have or are nearly expired will be sent in her	V		23
Quarterly reports of expiration of men's service	XXI		30
Explanation.			
When an explanation is offered for an offence or injury	III		38
Exposure.			
Unnecessary exposure of the men to be avoided	IX	3	10
Of the men to unnecessary risks to be avoided	IX	3	28
Ex-President.			
Military honors to an ex-President	V		4
Funeral honors to an ex-President	V		40
Extinguish.			
Hours when fires and lights on board shall be extinguished	III		18
Factiousness.			
Combinations for the purpose of complaining will be considered factious	III		41
False certificate.			
Penalty for producing a false certificate of age	IV		35
False statements.			
At surveys to be particularly mentioned in reports	XXXVI		4
Felon.			
No felon to be enlisted	XXXIII		10
Fidelity.			
Honorable discharge as a token of fidelity	XXXIV		1
Enjoined on surveying officers	XXXVI		12
Fire.			
When all fires on board are to be extinguished	III		18
Commanders of vessels required to guard against accident from fire	IX	2	15
Fires forbidden when not necessary, and to be carefully guarded	IX	2	16
Fires to be extinguished when the magazine is opened	IX	2	21
Precautions against spontaneous combustion	X		13
In the stowage of stores in steamers every care must be taken to guard against fire	X		18
The duty of the executive officer in case of fire	XI		16
Precaution against fire by the yeoman	XXV		2
Fires in vessels at navy yards to be duly extinguished	XLI		6
Precautions against fire in navy yards	XLI		6
Fire apparatus to be used in extinguishing fire near navy yards	XLI		11
Fire alarm.			
At a navy yard	XLI		10
Fire bills.			
The chief engineers to make out the fire bills in his department	XVII		4
Fire company.			
Organization of fire company at navy yards	XLI		7
Refusal of a workman to perform duty in a fire company good cause for dismissal	XLI		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Fire department.			
Organization of a fire department at navy yards	XLI		7
Fire engine.			
At navy yards to be kept in good order	XLI		7
Frequent examinations of fire engines at navy yards enjoined	XLI		9
To be used to extinguish fires near the yard			
Fireman.			
Second class fireman part of the personnel of the navy	II		1
Discharge of a fireman without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
To be allowed time to remove incrustations	X		6
To be arranged in watches	X		24
Oatmeal to be furnished for the use of firemen	X		27
Cleansing and repairing engine to be done by the firemen, &c., if practicable	XVII		12
Instruction of firemen	XVII		18
First assistant engineer. (See *Assistant engineer.*)			
Restricted in his right to command	II		3
Precedence	II		15
To have rank and command in his own corps according to date of warrant	II		22
To conform to police regulations	II		22
Qualifications for promotion	IV		33
First lieutenant of marines.			
To be received as master	V		22
Flag. (See *Colors. Ensign.*)			
The master to have charge of the flags	XIII		17
Flag-officer. (See *Commander of a fleet. Commander of a squadron. Commander of a division. Commander of a station.*)			
Fleet captain. (See *Captain of the fleet.*)			
Fleet, Commander of a. (See *Commander of a fleet.*)			
Fleet surgeon.			
To have precedence with commanders	II		12
The commander of a squadron may *order* a surgeon to act as fleet surgeon	IV		29
Duties of a fleet surgeon	XVIII		1
To co operate with the Chief of the Bureau of Medicine and Surgery	XVIII		2
Prevention of disease	XVIII		3
He will specify the vessels whose crews are least fit for active service	XVIII		4
Persons unfit for the cruise and deteriorated articles to be reported	XVIII		5
Journal of daily practice	XVIII		6
Note book	XVIII		7
Disposition of journal of daily practice and note book	XVIII		8
Food.			
Preparation of food for the sick	XIX		11
Force pump. (See *Pump.*)			
Foreign countries.			
Officers in foreign countries will communicate useful information	IX	2	26
Foreigners of rank.			
Will be saluted with a number of guns corresponding with their rank	V		36
Foreign officers. (See *Military officers. Naval officers.*)			
Same marks of respect to be paid to boats carrying foreign officers as to our own	V		50

INDEX—Continued.

	Chapter.	Sec.	Art.
Foreign officers. (See *Military officers. Naval officers*)—Continued.			
Ceremonies at the gangway may be dispensed with after tattoo except for foreign officers	V.		52
Marks of respect due to foreign officers not to be omitted	V.		58
Foreign ports.			
Boats to carry ensign in foreign ports	III		34
Celebration of a national anniversary in a foreign port	V.		26
Celebration of a foreign anniversary in a foreign port	V.		33
Visits and interchange of civilities in a foreign port	V.		30
Salutes in a foreign port	V.		31
On entering a foreign port commanders of vessels will observe the customary military ceremonies, salutes, and civil and military regulations	V		35
Vessels of the navy are limited in saluting foreign ports to the number of guns they carry, except	V.		37
Bill of health to be exhibited at the health office of a	IX	1	40
Crew not to be landed in a foreign port without permission from the authorities	IX	2	5
Foreign service.			
Officers on foreign service will communicate useful information	III		32
A commander of a vessel on foreign service promoted to a higher grade	III		39
An officer appointed to act in a higher grade than his own while on foreign service	IV		5
Passage of an officer returning from foreign service under orders or sick	XXXI		7
Foreign sovereign.			
Military honors to a	V.		6
Foreign State.			
Military honors to the sovereign or chief magistrate of a	V.		6
Foreign station.			
An officer on a foreign station contracting a debt which he may be unable to pay	III		27
An officer appointed to act in a higher grade than his own, while on a	IV		5
When leaving a foreign station all stores, &c., that have been landed to be reshipped	IX	4	10
Purchase of clothing on a foreign station	XXI		19
Passage money of an officer ordered to join a vessel on a foreign station	XXXI		4
Passage of an officer returning from a foreign station under orders or sick	XXXI		7
Survey upon an officer whose health requires that he shall leave a foreign station	XXXVI		10
Approval of bills by commanding officers on leaving a foreign station	XXXVIII		9
Foreign vessels.			
In communicating with a foreign vessel boats to carry ensign	III		34
Demand on a foreign vessel of war for a deserter	III		43
Celebration of a national anniversary in the presence of a foreign vessel of war	V		26
Military honors to a foreign vessel of war in a port of the United States	V.		29
Salute to foreign vessels in a foreign port	V.		33
In saluting a foreign vessel vessels are limited to the number of guns they carry, except	V		37

INDEX—Continued.

	Chapter.	Sec.	Art.
Foreign vessels—Continued.			
No vessel is to lower her sails or ensign to a foreign vessel unless	V.		39
Form.			
Expenditure of articles which are not of the precise form specified in the requisition	XLIX		13
Fort.			
Forts of the United States not to be saluted	V		28
Forward officer.			
Honors awarded to forward officer	V		51
Foul air.			
Rarification of air below to remove foul air	X		28
Fourth of July. (See *Anniversary.*)			
Fraud.			
To be reported	III		4
Particulars of fraud and manner of proving it to be stated	III		4
Surveying officers having reason to suspect any fraud will notice it in their report	XXXVI		4
Freight.			
On money, jewels, plate, or other treasures. Division of money paid for same	III		40
Of stores to be specifically inserted in bills of lading, and not left "according to usage"	XLIX		14
Bill of lading to specify	LII		8
Fresh meat.			
Issues of	IX	3	15
Fresh water.			
Before going to sea the boilers to be filled with	X		16
Frigate.			
Rate of frigate	I		1
Commanders to be executive officers of frigates when	I		6
Apartments of officers in	XXXIX		2
Apartments in vessels above the class of frigate in which the commander of a squadron is embarked	XXXIX		3
Apartments of the commander of a squadron and a captain on board a frigate with a poop	XXXIX		4
In a frigate having a poop cabin any difficulty in arrangement of apartments will be referred to the Secretary of the Navy	XXXIX		5
Frivolous charges.			
Any person preferring frivolous charges will be held accountable therefor	III		4
Fruit.			
Use of fruit in quantities to be injurious to health to be prevented	IX	3	11
Funds. (See *Money. Specie.*)			
Fuel.			
The master will prevent waste of fuel, and report expenditure daily	XIII		12
Funeral expenses.			
Of persons dying in actual service	XXXI		14
Funeral honors.			
Of a President or ex-President	V.		40
Of the commander of a fleet, squadron, division, or vessel, who shall die in command	V.		41
Of all other commission officers, a master and the secretary of a commander-in-chief	V.		42
Of warrant officers	V.		43
Of petty officers and persons of inferior ratings	V.		44

INDEX—Continued.

	Chapter.	Sec.	Art.
Funeral honors—Continued.			
Of officers, non-commissioned officers, and privates of the marine corps	V.		45
Of any other person who may die on board a vessel of the navy	V.		46
Of officers not on duty, other than the senior captain	V.		47
Furlough. (See *Leave of absence.*)			
No officer on furlough to be ordered on duty except	IV		1
No officer to be placed on furlough except by the Secretary of the Navy or sentence of a court martial	XXXII		6
Gales.			
Observations to be taken on the approach of	IX	2	14
Galley.			
Cook to maintain order around the galley. To keep the boilers and cooking utensils clean	XXVI.		3
Gambling.			
Prohibited in vessels and navy yards	III		26
Games of chance.			
Prohibited in vessels and navy yards	III		26
Gangway.			
Ceremonies to be observed at the	V.		51
Starboard gangway reserved for commission and warrant officers	V.		54
Garrison.			
Uniform of marines in	LI		18
Gates. (See *Entering gates.*)			
General. (See *Major general. Brigadier general.*)			
General military command (See *Command.*)			
Of commission and warrant officers	II.		2
Officers restricted in the right to	II.		3
Of the commander of a vessel in command on detached duty	II.		19
Councils of war and military commissions to be presided over by officers entitled to	II.		20
Senior officer entitled to general military command to preside at messes	II.		21
The officer next in general military command to the commander of a vessel to be executive officer	XI		1
General muster book. (See *Muster book or roll.*)			
General orders.			
An officer receiving an order from a superior contradictory to general orders from the department will obey, and report circumstances	III		5
To sentinel to pass through marine officer	XXVIII		15
General regulations.			
The executive officer will report any violation of the general regulations that may come to his knowledge	XI		20
The dimensions of articles as prescribed by general regulations to be adhered to	XVI.	1	3
Commanders of receiving ships to be governed by the general regulations for sea going vessels	XXXV		14
General limits.			
Of commands to be particularly specified	IV		44
Governor of a State.			
Military honors to the	V.		7
Grades.			
Of which the personnel of the navy shall consist	LI		1
Commission and warrant officers of each grade to take rank and command according to date or position on Navy Register	II.		6

INDEX—Continued.

	Chapter.	Sec.	Art.
Grades—Continued.			
Command and precedence of officers acting in grade superior to their own	II.		7
Officers of the same grade and date to take precedence with each other according to their position on the Navy Register	II.		18
Uniforms to be prescribed so as to mark	III.		31
An officer on foreign service receiving an appointment to act in a higher grade than his own	IV		5
Acting appointments and orders to perform the duties of higher grade, to state the vessel	IV		9
No petty officer to be transferred in a higher grade than that in which he was received on board	IV		13
Gratings.			
The gratings to be kept in order by the carpenter	XVI.	4	4
Gratuitous assistance.			
To be given in case of distress	III		15
Gratuity.			
All persons in the navy prohibited from receiving any gratuity from any contractor, agent, &c	III		16
Grounding.			
Grounding of vessels to be entered in the log-book	IX	2	10
Guard.			
Full marine guard to be paraded when the President visits a vessel of the navy	V		1
Flag-officers to be received by an officer's	V		8
Captains to be received by a sergeant's	V		9
Commanders to be received by a corporal's	V		10
Lieutenants in command not to be received by a	V		11
Any officer may dispense with the	V		12
At the funeral of a commissioned officer, master, or secretary, the full marine guard to fire three volleys	V		42
At the funeral of a warrant officer, a sergeant's guard will fire three volleys	V		43
At the funeral of a petty officer or person of inferior rating, a corporal's guard will fire three volleys	V		44
When a vessel is put in commission a guard will be sent on board	XXVIII		1
Senior marine officer will report daily the state of the	XXVIII		4
The guard will be accompanied by a commission officer when sent to join a vessel	XXVIII		11
When a vessel is paid off the guard will remain until all have left	XXVIII		27
Misconduct of marines on guard duty	XXVIII		16
Gunner.			
Order in which he stands in regard to general military command	II.		2
A vacancy in the grade of gunner, how filled	IV		7
Qualifications required for the appointment of a gunner, how filled	IV		18
The gunner will examine the life-buoy every evening	IX	3	26
He will report twice each day to the executive officer	XI		5
He and the yeoman will examine all the stores in his department, and report	XVII	1	1
His responsibility in regard to articles not in actual use	XVI.	1	2
He will conform to dimensions of articles as prescribed	XVI.	1	3
Surveys upon stores injured	XVI.	1	4
He will be watchful and report neglect or misconduct in the yeoman	XVI.	1	5

INDEX—Continued.

	Chapter.	Sec.	Art.
Gunner—Continued.			
His duty when a ship is about to be dismantled	XVI.	1	6
Reports to the executive officer	XVI.	1	7
Charge of anchor and life-buoys	XVI.	3	1
Charge of lower and mainyard rigging	XVI.	3	2
Charge of small arms	XVI.	3	3
Report of expenditure of powder	XVI.	3	4
The yeoman will receipt and be responsible for the stores in his department	XXV.		1
Guns.			
Number of guns in ships of the 1st class	I.		1
Same, in ships of the 2d class	I.		
Same, in ships of the 3d class	I.		
Same, in ships of the 4th class	I.		1
Drill of the marines at the	XXVIII.		13
Hatchway.			
After hatchway for captains and ward-room officers; the one forward of it for all other officers	V		55
Headland.			
The master will report daily the nearest	XIII		16
Health.			
The commander of a vessel will ascertain by inspections that nothing has been neglected to secure the health of the crew	IX	3	2
Clothing of the crew to be regulated so as to secure their health	IX	3	7
Such issues of clothing to be made as are required for the health of the crew	IX	3	12
Use of fruit and other articles injurious to health	IX	3	11
The fleet surgeon will specify the vessels whose crews are least fit for active service	XVIII.		4
Survey of articles detrimental to	XXXVI.		9
Hold.			
The master will superintend the stowage of the	XIII		1
The master will visit the hold frequently	XIII		7
The master will have charge of keys of, and spirit room.	XIII		8
Paymaster's stores stowed in the hold, not to be stowed elsewhere, except	XXI		8
Honor.			
If an officer invited to act as second at a duel, can in no other honorable manner prevent a meeting, he will report to his superior	III		37
Apology, redress, or explanation, being offered for an offence, insult or injury	III		38
Honorable discharge.			
Petty officers and persons of inferior ratings, who have received honorable discharges, will wear a badge	XXVI.		5
To be granted to men of certain ratings as testimonials of good conduct	XXXIV		1
The commander will report the names of those entitled	XXXIV		2
A person who has received an honorable discharge will be entitled to three months' pay on re-enlistment within three months	XXXIV		3
The three months' pay under an honorable discharge to be considered honorable discharge money	XXXIV		4
Loss of	XXXIV		5
Endorsement upon the honorable discharge upon re-enlistment	XXXIV		6
Advance pay	XXXIV		7

INDEX—Continued.

	Chapter.	Sec.	Art.
Honorable discharge—Continued.			
Persons holding an honorable discharge who may be physically disqualified	XXXIV		8
Reference to honorable discharge to be made on returns of enlistment	XXXIV		9
To a yeoman	XXXIV		10
To invalids	XXXIV		11
Men discharged at their own request not entitled to honorable discharge	XXXIV		12
Honors and ceremonies, military. (See *Military honors and ceremonies.*)			
Hospital.			
Rating of petty officers transferred to a hospital	IV		13
Frequent examination of a hospital enjoined on the commander of a fleet	VI		7
Men sent to hospital	IX	3	19
Men sent to a hospital in the United States from a vessel in commission to be borne on the ship's books	X	3	20
Before a vessel sails application to be made for the men in hospital	IX	3	21
Clothing furnished to persons in hospital	IX	3	22
Accounts of persons left in hospital	IX	3	23
Sick sent to a hospital	XIX		14
Sick left in a hospital	XIX		20
Report of sick in a hospital who are convalescent	XIX		21
Hospital ship.			
Frequent examinations of a hospital ship enjoined on the commander of a fleet	VI		7
Sick sent to a hospital ship	XIX		14
Hospital stores. (See *Stores.*)			
Hours.			
For hoisting the colors	III		17
For extinguishing fires and lights	III		18
Hurricanes.			
Observations to be taken on the approach of hurricanes	IX	2	14
Impartiality.			
Enjoined on surveying officers	XXXVI		12
Important orders.			
All important orders to the officer of the deck during the night to be in writing	III		35
Improper conduct.			
To be reported; particulars and manner of proving the same to be stated	III		4
By men below, to be reported by the master-at-arms	XXIV		1
Improprieties.			
By the men below, to be reported by the master-at-arms	XXIV		1
Improvements.			
Plans for improvements, by whom, to whom, and how made	VI		22
Incrustations.			
Removal of incrustations from flues and boilers	X		6
Indebtedness.			
When men are indebted to the United States, issues of clothing and small stores to be limited to necessaries	IX	3	12
Persons in debt to be paid no money, except	XXI		26
Officers in debt to the United States may receive one ration or its value	XXXI		12
An officer contracting a debt on a foreign station	III		28
Issues to recruits indebted to the United States	XXXV		5
Indulgence.			
Every admissible indulgence to be allowed petty officers			

INDEX—Continued.

	Chapter.	Sec.	Art.
Infectious diseases.			
Precautions against infectious diseases	XIX		9
Inferior ratings.			
A vessel may not be detained if the number of petty officers and persons of inferior ratings are equal to nine-tenths of her allowance	I		9
A vessel having sailed with a deficiency of persons of inferior ratings, such deficiency may be supplied by promotions or enlistments	I		11
Persons of inferior ratings refusing obedience in case of riot or quarrel shall be punished	II		8
Funeral honors to persons of inferior ratings	V.		44
Petty officers to set a good example to persons of inferior ratings	XXVII		1
Persons of inferior ratings to petty officers who have received honorable discharges will wear a badge	XXVII		5
Maintenance of the same at the naval asylum	XXVII		6
They are entitled to transportation on actual cost of travel when ship is paid off	XXXI		2
Inferiors.			
Are to salute superiors by touching their hats. This courtesy to be strictly observed and returned	V.		56
Information.			
Officers abroad will communicate useful information	III		32
Injury.			
An officer having done an injury to another and offering redress therefor	III		38
Inspection. (See *Survey.*)			
Vessels to be frequently inspected by the commander-in-chief	VI		14
Of vessels by the commanders of divisions. Report to the commander-in-chief	VII.		5
Of vessel by the commander of a vessel	IX	3	2
Of engines by the senior engineer	X.		26
The executive officer will report daily to the commander when the vessel is ready for inspection	XI		4
Of the engineer department	XVII		9
Of the clothing of marines	XXVIII		21
Of articles purchased	XXXVIII		4
Of vessels by the commander of a station	XL		5
Of same by the same when such vessel is under the command of a senior	XL		6
Inspecting officers of such vessels to ascertain if alterations have been made	XL		7
Of vessels upon the stocks and in ordinary	XLIV.		6
Of materials in the civil or constructing engineer's department	XLV		7
Of materials in the departments of the respective master-workmen	XLVII		1
The naval storekeeper not to receipt for articles until they are pronounced of proper quality by the officer who inspected them	XLIX.		4
Of marines to be the same as established for the army	LI		14
Of meals by marine officer of the day	LI		17
Inspector of timber.			
Returns of timber	XLIV.		4
Instruction.			
The boys of the ship to be instructed	IX	1	34
Apprentice boys to be instructed	IX	1	35

INDEX—Continued.

	Chapter.	Sec.	Art.
Instruction—Continued.			
Ordinary seamen and landsmen to be instructed	IX	1	37
Midshipmen will attend to the means of instruction provided for them	XV		4
Of assistant engineers	XVII		10
Of firemen	XVII		18
Religious instruction of boys	XXII		5
Of boys by the chaplain	XXII		6
Of midshipmen and others by the professor of mathematics	XXIII		1
The professor of mathematics to report the proficiency of those he has had under instruction	XXIII		2
Of boys	XXVII		8
Of recruits	XXXV		6
Of marines at navy yards to be under the direction of the commanding marine officer	LI		6
Military instruction of marines in barracks	LI		13
Instructions. (See *Orders.*)			
Orders given by a superior contrary to the instructions given by any other common superior or the department, will be obeyed, circumstances to be reported	III		5
The commander of a fleet, squadron, or single vessel meeting a superior in command, will show his instructions	III		9
Such instructions not to be interferred with unless public service absolutely requires	III		9
If the inferior is diverted from his course by the superior, his original instructions must be fulfilled as soon thereafter as practicable	III		9
The commander of a fleet or squadron will have the geographical limits of his command specified in his	IV		44
When the commander of a fleet resigns his command he will furnish his successor with copies of all unexecuted	VI		25
A commanding officer will keep the sea the time required by his	IX	1	28
He will visit no port not designated in his	IX	1	29
They are to be carefully preserved or destroyed	IX	2	25
Official instructions not to be published	XXXVII		10
Receipt of instructions to be immediately acknowledged	XXXVII		9
Naval constructor to conform to	XLIV		2
Civil or constructing engineer to conform to	XLV		3
To be prepared for a convoy by the commanding officer	LIII		1
In case the master of a vessel under convoy does not conform to	LIII		7
The master of a vessel under convoy disobeying instructions to be refused protection	LIII		8
Instruments.			
Certain officers to provide themselves with	IX	1	22
Passed midshipmen to provide themselves with a sextant	XIV		3
The master to have charge of all	XIII		17
Midshipmen to provide themselves with a sextant or octant	XV		1
The surgeon to have charge of all surgical	XIX		1
The surgeon will conform to allowances of	XIX		2

INDEX—Continued.

	Chapter.	Sec.	Art.
Insubordination.			
Combinations for the purpose of complaining against orders or details of service considered insubordinate	III		41
Dealing with intoxicated persons	III		42
Interest in contracts.			
All persons in the navy are prohibited from having any interest in contracts for the navy	III		16
Interest in purchases.			
All persons in the navy forbidden to have any interest in purchases for the navy	III		16
A navy agent to have no private interest in	LII		3
Interests, public. (See *Public interests.*)			
Internal arrangements.			
No alterations to be made in the internal arrangements of a vessel	IX	2	30
Internal police. (See *Police.*)			
Internal regulations. (See *Regulations.*)			
The commander-in-chief will examine and compare internal regulations of vessels	VI		29
The commander of a vessel will, on assuming the command, prepare a set of internal regulations for the police of the vessel	IX	1	8
The executive officer will see that they are placed where all may have access to them	XI		3
During the absence of the commander the executive officer not to alter his	XI		19
The chief engineer to have control of persons in his department, subject to the internal regulations of the vessel	XVII		7
Of marine barracks	LI		6
Intoxicated persons. (See *Intoxication.*)			
Intoxication.			
In dealing with intoxicated persons officers are not to afford them an opportunity to be insubordinate	III		42
Persons guilty of intoxication not to receive their spirit ration	IX	3	16
Intoxicated persons not to sign shipping articles	XXXIII		10
Persons so intoxicated as to require constraint not to be received on board receiving vessel	XXXIII		14
Invalids.			
On the return of a vessel to the United States the invalids of the squadron to be transferred to her	VI		23
Left in hospitals	XIX		20
Report of invalids in hospitals who are convalescent	XIX		21
Leave to return to the United States	XXXII		5
Honorable discharge of	XXXIV		11
Survey upon an invalid officer	XXXVI		10
Inventories.			
Of all articles on board to be furnished the commander of the vessel by the commandant of the yard	IX	4	1
Invoice.			
The storekeeper not to receipt for articles until the invoice is furnished	XLIX		4
Receipts to be taken upon the	XLIX		9
Articles sent from a yard must be accompanied by the invoice, stating contents of each package	XLIX		15
Iron chest.			
Shall be furnished the paymaster	XXI		16

INDEX—Continued.

	Chapter.	Sec.	Art.
Issues.			
Of money, clothing, and small stores	XXI		18
Jack knives.			
To be worn with lanyards and in a fob	III		47
Jewels.			
Shipped as freight, division of freight money	III		40
Journal.			
The captain of the fleet will keep a journal and present it to the commander of the fleet for inspection	VIII		2
Midshipmen required to keep	IX	1	20
Required to be kept by passed midshipmen	XIV		5
Required to be kept by midshipmen	XV		2
Midshipmen not to be allowed to absent themselves from the ship unless their journals are kept up	XV		5
Of daily practice to be kept by the fleet and other surgeons	XVIII		6
Disposition of the journal of daily practice	XVIII		8
Of daily practice by surgeon	XIX		16
Of the commanding officer of a yard	XLI		17
Of a navy yard to be kept by the master or junior lieutenant	XLIII		4
Junior.			
If the commander of a division sees a vessel belonging to a division commanded by an officer junior to him, he will take the measures the case requires	VII		4
Officers on recruiting service to act as assistants and not as substitutes, except	XXXII		2
Junior lieutenant at a navy yard.			
To perform the duties of master if there is none	XLIII		4
He will keep a journal	XLIII		4
Junk.			
Working up of	XVI	2	3
Justice of the Supreme Court.			
Military honors to a	V		7
Key.			
The executive officer will have charge of the keys of the cistern and storeroom	XI		11
The master will have charge of the hold spirit room	XIII		8
The paymaster will have charge of the keys of his storerooms	XXI		6
The navy storekeeper to have charge of the keys of storerooms containing articles for which he is responsible	XLIX		2
Knives, jack. (See *Jack knives.*)			
Knives, sheath. (See *Sheath knives.*)			
Laborers.			
Master of the laborers of a navy yard	XLIII		2
Discharge of a laborer at a navy yard	XLIV		3
Report of laborers required in the civil or constructing engineer's department	XLV		6
On temporary duty in the civil or constructing engineer's department	XLV		12
Selection and employment of laborers by the master workmen	XLVII		5
The paymaster of a navy yard will pay the laborers employed under the direction of the commandant	XLVIII		2
Muster of laborers at a yard	L		1
Ladder.			
The ladder to be kept in order by the carpenter	XVI	4	4
Land.			
Precautions when approaching	IX	2	7

INDEX—Continued.

	Chapter.	Sec.	Art.
Land—Continued.			
When standing towards land hand leads to be kept going..	IX	2	8
When approaching land regular soundings to be taken..	IX	2	9
Duty of the master when the ship approaches	XIII		13
Landsman.			
Part of the personnel of the navy	II		1
Discharge of a landsman without the United States	III		20
If so discharged and at his own request, to have no claim on consul	III		21
To be instructed	IX	1	37
Age and qualifications of landsman for enlistment	XXXIII		3
Honorable discharge of a	XXXIV		1
A landsman who receives an honorable discharge will be entitled to three months' pay on re-enlistment	XXXIV		3
The same to be considered honorable discharge money	XXXIV		4
A landsman discharged at his own request not entitled to an honorable discharge	XXXIV		12
Instruction of landsmen in receiving vessels	XXXV		6
Lanterns.			
To be kept in good order and always lighted at night	X		13
Laws.			
Distressed seamen received on board United States vessels amenable to laws	I		14
Applying to pursers shall apply to paymasters	II		5
The executive officer will report all violations of laws that may come to his knowledge	XI		20
Leads.			
When standing towards land hand leads to be kept going.	IX	2	8
Leadline.			
The master will keep the lead lines in condition for service	XIII		5
Leave of absence (See *Absence—Liberty.*)			
Express permission to absent from duty or vessel after dark	III		1
Officers will keep the department advised of their address.	III		28
No officer on leave of absence to be ordered on duty, except	IV		1
Temporary vacancy occasioned by a leave of absence—how filled	IV		6
By the commander-in-chief	VI		17
The granting of leaves of absence restricted	IX	2	1
Not to be granted to midshipmen, unless	XV		5
Of persons in engineer department regulated	XVII		8
No officer to leave the United States except by permission from the Secretary of the Navy	XXXII		1
Within the United States the Secretary alone can grant leave of absence for more than one week	XXXII		2
Commanding officers within the United States can grant leave of absence for not over a week	XXXII		3
Commanders-in-chief of navy yards or stations not to leave their commands for more than a week, except.	XXXII		4
Commanders of fleets or squadrons abroad may grant leave to return to the United States	XXXII		5
Furlough—officers to be placed on furlough by the Secretary of the Navy or the sentence of a court-martial only	XXXII		6
Of officers of the marine corps	LI		8
Letter book.			
To be kept at navy yards and stations	XXXVII		12

INDEX—Continued.

	Chapter.	Sec.	Art.
Liberty. (See *Leave of absence.*)			
Crew to be allowed to go on shore on suitable occasions	IX	2	4
Of persons in engineer department	XVII		8
Commanding marine officer to regulate the liberty of the marines	XXVIII		28
To recruits in a receiving vessel	XXXV		7
To non-commissioned officers, music, and privates of the marine corps	LI		8
Liberty book.			
The commander of a vessel will keep a liberty book	IX	2	5
Library.			
A library may be allowed to vessels in commission and navy yards	XXXI		13
Lieutenant. (See *Navy yard lieutenant—Senior lieutenant of a navy yard—Junior lieutenant of a navy yard.*)			
A lieutenant embarked as the aid of a commander of a fleet to be borne as supernumerary	I		8
Appropriate command of a lieutenant	I		2
Order in which he stands in regard to general military command	II		2
Officers that will take precedence with lieutenants	II		12
If assistant paymasters are not appointed paymasters will have precedence with lieutenants after five years	II		13
Parties of nineteen or more men on shore or other detached duty to be commanded by a lieutenant or master	III		44
Promotion of a lieutenant. Sea service for promotion	IV		22
When a lieutenant may be allowed to a commander of a fleet or squadron as aid	IV		43
Military honors to a lieutenant in command	V		11
Return salute to a lieutenant commanding	V		16
A lieutenant commanding will call first on consuls	V		49
May be required to make observations and report them	IX	1	21
Will provide himself with certain books and instruments	IX	1	22
No officer below the rank of lieutenant to be watch officers except in certain small vessels	IX	2	2
Attention to duty and obedience to orders	XII	1	1
Conformity to the practice and word of command of the executive officer	XII	1	2
To carry an order book when called on board flag ship for orders	XII	1	3
Attention to the clothing and wants of the men in his division	XII	1	4
He will have charge of a boat	XII	1	5
His duties when in charge of the watch	XII	2	1
He will sign the log book	XII	2	2
Information that he will give the captain	XII	2	3
Not to alter course or change sails, except	XII	2	4
An officer to look out for signals	XII	2	5
To make no signals, except	XII	2	6
He will inform himself of all unexecuted orders	XII	2	7
His duty when boats are alongside the ship	XII	2	8
No boat to remain alongside without a boat-keeper	XII	2	9
To take account of stores received on board and sent from vessel	XII	2	10
Crews of boats to be properly clothed. Men belonging to boats cannot exchange	XII	2	11
Not to enter into conversation	XII	2	12
A strange sail seen at night during war	XII	2	13

INDEX—Continued.

	Chapter.	Sec.	Art.
Lieutenant—Continued.			
Uniform of the officer of the watch	XII	2	14
Respect to officers coming to or leaving vessel	XII	2	15
Offences committed by day or night	XII	2	16
Decorum on the quarterdeck	XII	2	17
Sleeping apartments of lieutenants	XXXIX		7
Same of a lieutenant embarked as aid	XXXIX		7
His presence in the yard when attached to one	XLI		38
Same	XLI		39
Lieutenant colonel.			
To be received as a captain of the navy	V.		22
If a grade is created between those of commander and lieutenant, a lieutenant colonel will be received as a commander	V.		23
Lieutenant of marines.			
Choice of apartment with the assistant surgeon	XXXIX		7
Life-buoy.			
To be kept ready for service	IX	3	26
The gunner to have charge of the life-buoy	XVI	3	1
Lightning conductors.			
To be at all times ready for service	IX	2	13
Lighter.			
The master-at-arms to examine all lighters alongside	XXIV		2
Lights. (See *Lanterns.*)			
When lights on board shall be extinguished	III		18
A light to be shown at the gangway after tattoo	V		52
A light to be shown when the commander of a vessel or squadron is absent at night	V		53
Lights forbidden when not necessary, and to be carefully guarded	IX	2	16
Using lights to read in bed forbidden	IX	2	17
Lights not to be taken in the spirit room	IX	2	19
Lights to be extinguished when the magazine is opened	IX	2	21
When and where to be carried to prevent collision	IX	2	31
In the stowage of stores care must be taken with the	X		18
The master-at-arms to see orders about lights enforced	XXIV		1
The yeoman to see that regulations respecting lights in the store-room are enforced	XXV		2
Lights in vessels at navy yards	XLI		6
Limits.			
Geographical limits of a command to be prescribed	XL		1
List.			
Of vessels under convoy	LIII		2
Locker.			
For the marines' uniforms	XXVIII		5
Log-book.			
When the commander-in-chief takes immediate command of the vessel the fact to be entered in the	VI		31
When the ship gets on shore the fact to be entered in the	IX	2	10
When coming to an anchor bearings and angles to be entered in log-book, to enable an anchor to be recovered in case the cable is slipped	IX	2	11
The officer of the watch will sign the	XII	2	2
Entries to be made in the log-book in regard to stowage	XIII		3
Plans of stowage to be inserted in first page of	XIII		4
The master will have charge of the log-book. His duties in reference to the same	XIII		18
Entries to be made in the	XIII		19
After the log-book is signed no alteration to be made, unless	XIII		20

INDEX—Continued.

	Chapter.	Sec.	Art.
Log-book—Continued.			
A fair copy of the log-book to be transmitted to the Navy Department	XIII		21
How disposed of	XIII		22
In case of removal or dismissal of the master, the log-book to be delivered to his successor	XIII		26
Expenditure of powder in action to be entered in	XVI	3	4
Log-line.			
The master will keep the log-lines in order	XIII		15
Log-slate.			
The officer of the watch will see that all the necessary remarks are entered upon the	XII	2	1
Entries to be made on the	XIII		19
Log, steam. (See *Steam log.*)			
Lookout.			
The officer of the watch will see that the proper lookouts are placed	XII	2	1
Machinery.			
Before leaving port all spare machinery to be shipped, and none landed without authority	X		5
Proposed alterations to machinery not to be entered in the lists of defects	X		15
Chief engineer to make himself acquainted with the machinery of the ship	XVII		1
Assistant engineers to do the same	XVII		2
Reports of accidents to or defects in the machinery	XVII		5
Magistrate, chief. (See *Chief Magistrate.*)			
Maintenance.			
Of marines at the naval asylum	LI		20
Major.			
To be received as a commander	V		22
If a grade is created between those of commander and lieutenant, then a major will be received as officers of the grade created	V		22
Major General.			
To be received as the commander-in-chief of a squadron	V		22
Magazine.			
Precautions when the magazine is opened	IX	2	21
Fires and lights to be extinguished when the magazine is opened	IX	2	22
The executive officer will attend personally when the magazine is opened	XI		17
Manœuvre.			
When the commander-in-chief does not manœuvre the fleet in detail, the commanders of divisions will make all necessary signals	VII		6
Marine barracks.			
Marine corps, commandant. (See *Commandant of the marine corps.*)			
Marines. (See *Guard. Navy yard. Marines in navy yards.*)			
Discharge of a marine without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
Military honors to officers of marines or the army	V		22
Funeral honors to officers, non-commissioned officers and privates of the marine corps	V		45
When a vessel is put in commission a guard to be sent on board	XXVIII		1
Commanding marine officer to be notified when the vessel is ready for their reception	XXVIII		2

INDEX—Continued.

	Chapter.	Sec.	Art.
Marines—Continued.			
They are to be entered separately on ship's books	XXVIII		3
Senior marine officer to report daily in writing	XXVIII		4
Locker for uniforms, &c	XXVIII		5
Not to be diverted from appropriate duties, except	XXVIII		6
A musket rack to be constructed	XXVIII		7
They may be furnished with slop clothing	XXVIII		8
Commanding marine officer to have charge of arms	XXVIII		9
Officer to be allowed a store-room	XXVIII		10
Detachments joining a vessel for sea-service will be accompanied by a commissioned officer	XXVIII		11
To be frequently exercised	XXVIII		12
Serving at great guns	XXVIII		13
When not on guard they are subject to orders of sea-officers	XXVIII		14
General and special orders	XXVIII		15
Report of misbehavior to whom made	XXVIII		16
No officer of inferior relative rank shall give orders to a marine officer	XXVIII		17
Detachments of sailors and marines, who shall command	XXVIII		19
Precedence at courts martial	XXVIII		20
Commanding marine officer to attend to the comfort of his men	XXVIII		21
He will have charge of arm chest	XXVIII		22
Repairs of arms and accoutrements	XXVIII		23
Non-commissioned officers may be reduced and promoted	XXVIII		24
Accounts that marine officer shall keep and disposal thereof	XXVIII		25
One officer to be on board at all times, except	XXVIII		26
They will remain on board until vessel is turned over to officers of the yard	XXVIII		27
Liberty on shore	XXVIII		28
Choice of apartments between a lieutenant of marines not in command of guard and an assistant surgeon	XXXIX		7
Apprehension of a deserter	LI		19
Maintenance at the naval asylum	LI		20
For marines at navy yards, see Navy yards; Marines at navy yards.			
Mark.			
Marks opposite names in the muster book	XXX		2
Martial, Court. (See *Court martial.*)			
Mast.			
The masts not to be strained in setting up stays, &c	IX	4	11
The carpenter to examine masts daily	XVI	4	1
Master. (See *Master at a navy yard.*)			
Order in which the master stands in reference to general military command	II		2
Second master: order in which those stand in reference to general military command who are in the line of promotion	II		2
Order in which a master's mate stands in reference to general military command	II		2
Assistant paymasters to have precedence with	II		13
Paymasters to have precedence for five years with masters	II		13
Passed assistant surgeons and professors of mathematics to have precedence with	II		14
Parties of 19 or more men on shore or other detached duty to be commanded by a	III		44
Warranted masters' mates may be promoted to	IV		24
A passed midshipman is eligible for promotion to	IV		25

INDEX—Continued.

	Chapter.	Sec.	Art.
Master—Continued.			
not promoted from a passed midshipman not eligible to further promotion	IV		26
Funeral honors to a	V.		42
May be required to make observations and report them	IX	1	21
Will provide themselves with certain instruments and books	IX	1	22
He will report twice each day to the executive officer the state of the vessel	XI		4
He will superintend the stowage of the vessel	XIII		1
Oldest provisions to be so stowed as to be used first	XIII		2
Entries to be made in the log-book in regard to stowage	XIII		3
Plans of the stowage of the hold to be made	XIII		4
Same to be furnished the commander of the vessel	XIII		5
Same to be furnished the commander of the yard	XIII		6
He will visit hold and cable tiers frequently	XIII		7
Hold and spirit room keys	XIII		8
Cables to be secured and protected from injury	XIII		9
Chain cables to be examined, &c	XIII		10
He will see that the rigging, &c., is in good order	XIII		11
Fuel and water not to be wasted; expenditure of each to be reported	XII		12
His duty when approaching land or shoals	XIII		13
He will examine charts and note errors	XIII		14
He will examine compasses, time glasses, &c	XIII		15
Ship's place at meridian, headland, danger, &c	XIII		16
He will have charge of nautical books, charts, flags, &c	XIII		17
He will have charge of keeping the log-book. His duties in reference to the same	XIII		18
Log-book and log-slate; entries	XIII		19
A fair copy of the log-book to be transmitted to the Navy Department	XIII		21
Remark-book; entries	XIII		23
He will not keep watch	XIII		24
Skeleton chart	XIII		25
In case of removal or suspension he will deliver his log-book to his successor	XIII		26
He will enter the expenditure of powder in action in the log-book	XVI	3	4
Master at a navy yard.			
When there is none, the junior lieutenant will perform his duties	XLIII.		4
Master-at-Arms.			
Duties of the	XXIV.		
He will see orders about lights, &c., enforced, and report improprieties	XXIV.		1
He will examine all craft alongside	XXIV.		2
He will report prisoners	XXIV.		3
He will have charge of clothing	XXIV		4
Ship's corporal to be subordinate to him	XXIV		5
Master's mate.			
If warranted, his general military command	II.		2
Qualifications and examination of	IV		19
Sea service and testimonials required of a master's mate before he can receive his warrant	IV		20
Promotion of warranted	IV		24
Master workmen. (See *Laborers. Mechanics. Workmen.*)			
To be among the persons appointed to survey materials to be used in their department	XXXVI		1

INDEX—Continued.

	Chapter.	Sec.	Art.
Master workmen—Continued.			
Refusal of a master workman to do duty in a fire company at a yard good cause for dimissal	XLI.		8
Distribution of workmen	XLI.		31
Requisitions for materials, &c., in the civil or constructing engineer's department	XLV		9
Reports by	XLV		10
Inspection of stores	XLVII		1
Account of labor performed	XLVII		2
Control of those under them	XLVII		3
Surveys and conversions of materials	XLVII		4
Selection and employment of operatives	XLVII		5
Account of materials used	XLVII		6
No article to be used without their knowledge	XLVII		7
Personal attendance	XLVII		8
Not to leave the yard without permission	XLVII		9
No person dismissed for misconduct at one yard to be employed at another, except	XLVII		10
Matches.			
Friction matches forbidden on board ship	IX	2	17
Mate, master's. (See *Master's mate.*)			
Mathematics, professor of. (See *Professor of mathematics.*)			
Meals.			
Decks are to be cleaned and dried before meals are taken below	IX	3	3
To be taken at usual hours	IX	3	8
Inspection of meals, marines in barracks	LI		17
Measurement.			
Of materials, &c, in the civil or constructing engineer's department	XLV		7
Measurer of timber.			
Returns to the	XLIV.		4
Meat.			
Cook responsible for the fresh meat in his charge. Meat to be tallied	XXVI.		1
Mechanics. (See *Laborers. Master workmen. Navy Yard. Workmen.*)			
May be allowed to repair vessels belonging to the United States merchant service	III		13
May receive compensation for work as above	III		13
The commander of a vessel fitting for sea will exercise no authority upon the mechanics of the yard	IX	1	4
Employment of mechanics at navy yards	XLI.		2
To conform to regulations of navy yards	XLI.		33
Muster of mechanics and laborers at a navy yard	XLIII		2
On temporary duty in the civil or constructing engineer's department	XLV		12
Selection and employment of mechanics by the master workmen	XLVII		5
The paymaster at a navy yard will pay the mechanics employed under the direction of the commandant	XLVIII		2
Muster of mechanics at a yard	L.		1
Medical attendance.			
Of an officer sick on duty at a place where there is no medical officer of the navy	XXXI		6
Medical corps.			
Rank and command of officers of the medical corps in their own corps	II		22
To conform to police regulations	II.		22

INDEX—Continued.

	Chapter.	Sec.	Art.
Medicines.			
The surgeon to have charge of all	XIX		1
He will conform to allowances of	XIX		2
He will be attentive to the supply of	XIX		5
Disposal of medicines when ship is placed in ordinary	XIX		18
Assistant surgeons will see that medicines are properly prepared	XX		1
Meeting vessels.			
When vessels meet they will follow the motions of the one commanded by the senior officer	III		33
Meeting a superior.			
An officer in command meeting a superior also in command will show his orders or instructions, and be under such superior's command	III		9
An officer, as above, having sealed or secret orders, will make the fact known to his superior officer	III		9
Meeting squadrons. (See *Squadrons meeting.*)			
Member of the cabinet. (See *Cabinet officer.*)			
Merchant service.			
Vessels of the United States merchant service may be repaired, under certain circumstances, by mechanics on board United States vessels	III		13
Merchant vessels. (See *Merchant service.*)			
Meridian.			
Master s report at	XIII		16
Meritorious conduct.			
Commanders of vessels will encourage	IX	1	17
Messes. (See *Apartment.*)			
Officers' messes to be presided over by the senior officer entitled to general military command			
The paymaster will be furnished with a list of the names and the number of the messes of the men	XXI		13
Rations that messes may relinquish	XXI		25
Petty officers will be distributed among the	XXVII		3
Boys will be distributed among the	XXVII		7
Of officers in a ship-of-the-line	XXXIX		1
Officers will mess in the apartments assigned them	XXXIX		11
Mess room. (See *Apartments.*)			
Midshipman.			
Order in which he stands in regard to general military command	II		2
Passed midshipman; order in which he stands in reference to general military command	II		2
Second and third assistant engineers and clerks have precedence with	II		16
Admission, continuance, and examination of a	IV		21
Not to serve over twelve months in a schooner before promotion	IV		30
Required to keep a journal and present it to the commanding officer for inspection on the first of every month	IX	1	20
May be required to make observations and report them	IX	1	21
Will provide himself with certain instruments and books	IX	1	22
He shall keep himself provided with a uniform and instruments	XV		1
He will ascertain daily the position of the ship	XV		2
He will keep a journal	XV		3
He will attend to the means of instruction provided for him	XV		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Midshipman—Continued.			
He will not be allowed to absent himself from the ship, unless	XV		5
Instruction of midshipmen by the professor of mathematics	XXIII		1
Midshipmen, passed. (See *Passed midshipmen.*)			
Mileage. (See *Travelling expenses.*)			
Military command.			
No sea officer of inferior relative rank to give orders to a marine officer	XXVIII		17
Detachments of marines and sailors who shall command	XXVIII		18
When a commander of a vessel junior in rank to the marine officer goes on detached duty	XXVIII		19
Military command, general. (See *General military command.*)			
Military commissions.			
Precedence of officers on military commissions	II		20
Military honors and ceremonies.			
To the President of the United States	V		1
The presence of the President on board to be indicated by hoisting the American ensign at the main	V		2
When the President is in a vessel or boat passing a vessel of the navy	V		2
To an ex-President	V		4
To the Vice President	V		3
To an ex-Vice President	V		5
To a foreign sovereign or chief magistrate	V		6
To the Secretary of the Navy	V		7
To a cabinet officer	V		7
To a justice of the Supreme Court	V		7
To a governor of a State	V		7
To flag-officers	V		8
To a captain	V		9
To a commander	V		10
To a lieutenant	V		11
Officers may dispense with the guard	V		12
To commission officers below the rank of commander	V		13
To warrant officers	V		14
Salutes to flag-officers	V		15
No officer other than a flag-officer, to be saluted	V		16
Return salutes to a captain, commander, or lieutenant commanding	V		16
To the commanders of fleets, divisions, or squadrons, on hoisting their flags	V		17
When a vessel joins a squadron	V		18
Salutes not to be fired in the presence of a senior without his permission, unless it be to salute such senior	V		19
When fleets, squadrons, or divisions meet	V		20
When an officer is saluted by more than one vessel	V		21
To army or marine officers	V		22
On the 4th of July	V		23
On the 4th of July and 22d February	V		25
Military honors in celebration of a national anniversary in a foreign port	V		26
When persons of diplomatic rank visit a vessel of the navy	V		27
Salutes not to be fired to any fort, castle, or cities of the United States	V		28
Salute to a foreign vessel of war in a port of the U. S	V		29

INDEX—Continued.

	Chapter.	Sec.	Art.
Military honors and ceremonies—Continued.			
Visits and interchange of civilities in a foreign port	V		30
Salutes in a foreign port	V		31
Salute to a foreign vessel of war in a foreign port	V		32
Salutes, &c, in celebration of a foreign national anniversary in a foreign port	V		33
To foreign naval and military officers	V		34
On entering a foreign port the commander will ascertain the military ceremonies usually observed, and conform thereto	V		35
To foreigners of distinction	V		36
Salutes limited to number of guns a vessel carries, except	V		37
Salutes by vessels carrying five guns unless forbidden, except	V		38
No surveying vessel to salute	V		38
No vessel to lower her sails or ensign to a foreign vessel, unless	V		39
Funeral honors of a President or an ex-President	V		40
Funeral honors of commanding officers	V		41
Same of all other commission officers, master, and secretary of a commander-in-chief	V		42
Same of warrant officers	V		43
Same of petty officers and persons of inferior ratings	V		44
Same of officers, non-commissioned officers, and privates of the marine corps	V		45
Same of all other persons who shall die on board a vessel of the navy	V		46
Same of officers not on duty, other than the senior captain	V		47
Military, to be paid only between sunrise and sunset	V		48
Visits of ceremony to members of diplomatic corps	V		49
In boats	V		50
Ceremonies at the gangway	V		51
Ceremonies at the gangway may be dispensed with after tattoo, except	V		52
Lights to be shown when the commander of a vessel or squadron is absent after sunset	V		53
Starboard gangway reserved for commission and warrant officers	V		54
Precedence when boats approach and leave the ship	V		54
After hatchway for cabin and ward-room officers; the one next forward, for other officers	V		55
Inferiors passing superiors shall touch their hats; salute to be returned. This courtesy to be strictly observed	V		56
Salute by touching the hat when an officer comes on the quarter deck	V		57
Marks of respect to foreign officers	V		58
No officer under the rank of captain to wear a broad pendant	V		59
He shall wear it until ordered to strike it by the Secretary of the Navy	V		60
Colors of the pendants when two or more captains entitled to wear them meet	V		61
A captain may shift his broad pendant	V		62
The broad pendant of the commander of a squadron not to be worn at sea, unless such commander is embarked in the vessel	V		63
Nor in port if the officer entitled to wear it is absent from such port	V		63

INDEX—Continued.

	Chapter.	Sec.	Art.
Military honors and ceremonies—Continued.			
Rules in regard to wearing broad pendants during the absence of the commander of the squadron	V		64
Anniversaries happening on a Sunday, shall be observed the succeeding day	V		65
A vessel joining a squadron on a Sunday, the salute will be fired on the Monday following	V		66
The officer of the watch will see that officers and others coming to or leaving the vessel, receive proper respect.	XII	2	15
Military officers.			
Military honors to officers of the army of the U. S	V		22
Military honors to foreign	V		34
Minor.			
No minor to be enlisted without the consent of his parent or guardian	XXXIII		3
Age to be sworn to before a magistrate before shipping articles are signed	XXXIII		19
Misdemeanor.			
Any person cognizant of a misdemeanor is to report the same immediately	III		46
Misconduct.			
Course to be taken by an officer observing misconduct in his superior	III		3
Charge of misconduct, to whom and how made, must specify particular acts, and state how to prove them.	III		4
Persons making frivolous charges of misconduct will be held accountable therefor	III		4
Any person who may be cognizant of any misconduct is to report the same immediately	III		46
The misconduct of the yeoman to be reported	XVI	1	5
Of a marine, by whom and to whom reported	XXVIII		16
No person discharged for misconduct at one navy yard to be employed at another	XLVII		10
Mistake.			
The commander of a division may correct a mistake, b a vessel of another squadron	VII		3
Money. (See *specie.*)			
Unnecessary expenditure of public money to be avoided	III		11
All persons held responsible for the same	III		11
Shipped as freight; division of the per centage paid by the shippers	III		40
The paymaster will furnish the officer approving a requisition, with a written statement of the amount of money in his hands	XXI		3
When the paymaster has received or paid over public money without previous sanction	XXI		4
No money in the paymaster's hands to be paid away without authority therefor	XXI		5
Iron chest to be furnished the paymaster for the safe-keeping of	XXI		16
Issues of money by the paymaster	XXI		18
Quarterly reports of expenditure of	XXI		28
Survey when an officer in charge of money shall die, &c.	XXXVI		9
Approval that will authorize the payment of	XXXVIII		8
Morality.			
Officers to set an example of morality to those under them.	III		2
Music.			
The music to give three ruffles of the drum and play a march when the President visits a vessel of the navy.	V		1

INDEX—Continued.

	Chapter.	Sec.	Art.
Music—Continued.			
When a sovereign or the chief magistrate visits a vessel of the navy, the music to play the national march of the person saluted	V		6
Music to give two ruffles of the drum for a flag-officer commanding-in-chief, and one ruffle for a flag-officer not commanding-in-chief	V		8
Musket rack.			
For the marines, where placed	XXVIII		7
Muster.			
Ship's company to be mustered before going to sea	IX	4	13
Muster of mechanics and laborers at a yard	XLIII		2
Same, clerk to be present	L		1
Same, an officer to be present and keep a duplicate muster book	L		3
Muster book or roll.			
Precedence of petty officers with each other to be according to their order on the	II		11
A commanding officer will leave his successor a complete	IX	1	25
To be saved in case of shipwreck if possible	IX	2	24
To be kept, how; to be forwarded to the Secretary of the Navy	IX	4	13
The paymaster to be informed of any resignations, dismissals, discharges, transfers, desertions, deaths, or change of rating or pay of any person borne on the	XXI		11
Form in which it shall be kept, and entries to be made therein	XXX		1
Marks opposite names in	XXX		2
How entries are to be made	XXX		3
Navy Department will prescribe the form in which it shall be kept	XXX		4
Desertion; definition of same	XXX		5
Same	XXX		6
Same	XXX		7
Approval of a muster-book or roll	XXXVIII		5
The approval of the commanding officer is a certificate of correctness of certain parts of the	XXXVIII		6
An officer will keep a duplicate muster-book or roll at a navy yard, and attend with the clerk at musters. He will note any disagreement in the rolls	L		3
Marine officers to assist in preparing rolls	LI		16
Mutinous conduct			
In dealing with intoxicated persons, officers will not give them an opportunity to be guilty of	III		42
National flag.			
No national flag except the American to be used in dressing ships	V		24
Naval Academy.			
Rules concerning midshipmen to be established by the Navy Department in connexion with the	IV		21
Naval Asylum			
Maintenance of petty officers and persons of inferior ratings at the	XXVII		6
Maintenance of marines at the	LI		20
Naval constructor. (See *Navy yard. Naval constructor.*)			
Naval officers.			
Military honors to foreign	V		34
Navy.			
Personnel of the	II		1
No person in the navy to exchange duties unless authorized	III		8

INDEX—Continued.

	Chapter.	Sec.	Act.
Navy agent.			
When purchases are made where there is no agent the consul to be preferred	VI		11
The navy agent to pay officers' travelling expenses	XXXI.		1
Passage or transportation of recruits	XXXV		13
Requisition by a storekeeper on a	XLI.		28
He will purchase articles not furnished by contract	LII		1
He will make purchases and engagements	LII		2
To have no private interest in articles purchased	LII		3
To make no sales or purchases, unless	LII		4
To pay no bills without approval and certificate, except	LII		5
Not to pay bills under one appropriation out of money belonging to another, except	LII.		6
Requisitions	LII		7
Charter parties; bills of lading	LII.		8
He will make monthly returns	LII.		9
Navy Department (See *Secretary of the Navy.*)			
Will regulate commands	I.		2
Will regulate complements	I.		4
When the Navy Department orders more officers to a vessel than her complement, they are to be borne as supernumeraries	I.		5
May order vessels to sail with smaller number than their complements	I.		10
May modify complement table for particular service	I.		10
May establish complement table of vessels not embraced in table of complements	I.		12
Charges of misconduct, fraud, &c., may be made to the Navy Department, how	III		4
Orders given by a superior contradictory to instructions or general orders of the Navy Department will be obeyed. Circumstances to be reported	III		5
An officer interfering with orders from the Navy Department must give satisfactory reasons therefor	III		6
Alterations of vessels in their construction, repair, arrangement, armament, or equipment, not to be made without the sanction of the Navy Department, unless from absolute necessity	III		10
Expense attending alteration as above to be reported to proper bureau of the	III		10
Public stores not to be appropriated to private use, except by consent of the	III		12
Information to be given to the Navy Department when stores are used as above	III		12
Officers to keep the Navy Department informed of their address	III		22
Officers to keep the Navy Department informed of their residence or change of residence	III		29
Receipt of orders from the Navy Department, and having obeyed them, to be immediately reported	III		30
Officer of detail to be attached to the	XXIX.		1
The Navy Department to prescribe form of muster-book	XXX.		3
Navy Register.			
Officers to take rank and command according to their position on the	II.		6
Officers of the same grade and date to take precedence according to their position on the	II.		15
Any officer found disqualified on a second examination to be dropped from the	IV		40

INDEX—Continued.

	Chapter.	Sec.	Art.
Navy storekeeper. (See *Navy yard. Navy storekeeper.*)			
Navy yard. (*For duties, &c., of the various officers and others attached to navy yards, see under the appropriate heads.*)			
Gambling prohibited in	III		26
An officer ordered to a navy yard to be continued 3 years, except	IV		41
Letter books to be kept at a	XXXVII.		12
The commander of a station to exercise no authority over the	XL.		4
Working hours and rates of wages	XLI.		3
Navy officers to have charge of rigging, arming, equipping, dismantling, &c., all vessels at the	XLI.		30
Secreting of articles passing in or out of the	XLI.		32
Mechanics and others to conform to regulations	XLI.		33
No smoking allowed	XLI.		34
Entering gates to be closed at sunset	XLI.		35
Two of the senior officers to be at all times in the navy yard, unless	XLI.		38
One officer to be at all times in the	XLI.		39
Docking a vessel	XLIV		10
Underdocking a vessel	XLIV		11
Civil or constructing engineer	XLV		1
Objects over which the civil or constructing engineer has superintendence	XLV		2
One chief engineer to be attached to each	XLVI		1
No article in a navy yard to be used without the knowledge of the master workmen	XLVII		7
Master workmen and others to be paid for actual attendance to their duty	XLVII		8
No person employed at a navy yard to leave it without permission	XLVII		9
No person dismissed for misconduct from one navy yard to be employed at another, except	XLVII		10
All articles received in a navy yard to be in charge of a storekeeper	XLIX		1
All articles received in the yard to be entered on the storekeeper's books	XLIX		5
Commanding officer of marines to post sentinels and report disposition of the force	LI		3
Navy yard, chief engineer			
Distribution of workmen	XLI.		31
One shall be attached to each navy yard	XLVI		1
His supervision of workmen in workshops, foundries, &c.	XLVI		2
Statement of the number of persons required in his department	XLVI		3
Duties required of a civil engineer or architect, required of a civil engineer	XLVI		4
Daily report to him by the master workmen	XLVII		2
Navy yard, clerk of the yard.			
Duties	L.		1
He will prepare a copy of the semi-monthly pay-roll	L.		2
An officer will be present at the muster of men in the yard, and keep a duplicate muster-book	L.		3
Navy yard, commandant.			
To furnish blank shipping articles to vessels going to sea	I.		2
He will sign the accounts of an enlisted person transferred	III		25
Military honors if a flag-officer	V.		8
Salute if a flag-officer	V.		15

INDEX—Continued.

	Chapter.	Sec.	Art.
Navy yard, commandant— Continued.			
The commander of a vessel preparing for sea will communicate to him any defects or deficiencies he may discover	IX	1	2
The commander of a vessel as above will exercise no authority over the officers or mechanics of a navy yard without the assent of the commandant	IX	1	4
When the commandant transfers a vessel to her commander he will furnish him with a statement of her qualities	IX	1	10
Original log-book of a vessel will be kept by the commandant when a vessel is paid off, and transmitted by him to the Navy Department	XIII		22
Right to grant leave of absence restricted	XXXII		4
Honorable discharges granted by the commandant	XXXIV		10
Copies of surveys; how forwarded	XXXVI		13
The commander of a station to exercise no authority over the navy yard	XL		4
Command when the commandant of the yard is also the commander of a station, and is temporarily absent	XL		9
He will exercise entire control and be responsible for public property	XLI		1
Employment of mechanics	XLI		2
Working hours	XLI		3
Rates of wages	XLI		3
Approval of rolls and bills	XLI		4
He will see that all perform their duty, and that reports are duly made	XLI		5
Lights and fires	XLI		6
Fire engines and fire department	XLI		7
Refusal to perform duty in a fire company	XLI		8
Examination of fire engines and apparatus; a person to be in charge	XLI		9
Fire-alarm	XLI		10
Fires near the yard	XLI		11
Report to be approved by him	XLI		12
No alterations in the arrangements of the yard to be made, except	XLI		13
Employment of slaves	XLI		14
Password and countersign	XLI		15
Police regulations	XLI		16
Journal	XLI		17
Authority over vessels in commission	XLI		18
Vessels placed in ordinary	XLI		19
Commander of a vessel to point out deficiencies	XLI		20
Officers and others of a vessel undergoing repairs shall assist in equipping her	XLI		21
Crew of a vessel undergoing repairs to be removed to some other vessel or quarters	XLI		22
Vessels in commission not to be repaired without permission, except	XLI		23
He will report to Bureau of Construction	XLI		24
Equipment of a vessel for service	XLI		25
To furnish plan of stowage	XLI		26
Account to be opened when a vessel is ordered to be built, repaired, or equipped	XLI		27
Requisitions	XLI		28
He will keep a bill book	XLI		29

INDEX—Continued.

	Chapter.	Sec.	Art.
Navy yard, commandant—Continued.			
Navy officers to have charge of rigging, arming, equipping, dismantling, &c., all vessels at the yard	XLI		30
Distribution of workmen employed in the yard	XLI		31
Scrutiny of articles passing in and out of the yard	XLI		32
Mechanics and others to conform to regulations	XLI		33
No smoking allowed in the yard, except	XLI		34
Entering gates to be closed at sunset	XLI		35
No alterations to be made in the equipment of a vessel, except	XLI		36
Transfer of a vessel to his command; disposition of her stores	XLI		37
His presence at the yard	XLI		38
One officer to be at all times at the yard	XLI		39
Command during his absence	XLII		1
Police regulations to be prepared under his direction	XLII		2
Civil or constructing engineer to be under his direction	XLV		1
Plans and estimates to be presented to him by the civil or constructing engineer	XLV		3
Yearly statement by civil or constructing engineer	XLV		4
Suggestions by the civil or constructing engineer	XLV		5
Requisitions for materials or articles in the civil engineer's department	XLV		9
Semi-monthly report of expenditure by the civil engineer	XLV		13
He will furnish the civil engineer with copies of appropriations and contracts made	XLV		14
Daily report to him by the master workmen	XLVII		2
He will regulate the time of mustering the workmen	L		1
He will forward a monthly copy of the semi-monthly roll to the Bureau of Yards and Docks	L		2
Marine detachment subject to his orders	LI		1
Commanding officer of the marine detachment to report to him	LI		2
The same will also report to him the disposition of the marines, sentinels, &c	LI		3
He may issue the countersign	LI		4
Command of the marines during his absence	LI		5
He may order deficiency of complements of marines in vessels on the eve of sailing to be supplied	LI		10
Offences by marines on post	LI		11
Requisitions for purchases by a navy agent to be approved by the commandant	LII		1
A navy agent to make no sales or purchases without the sanction of the commandant	LII		4
No bills for articles, &c., furnished vessels under control of the commandant to be paid by the navy agent without his approval	LII		5
Navy yard, constructing or civil engineer.			
Distribution of workmen	XLI		31
He will act under the Chief of the Bureau of Yards and Docks	XLV		1
Objects over which he has superintendence	XLV		2
He will conform to instructions and prepare plans and estimates	XLV		3
Yearly report to the commandant	XLV		4
He will offer suggestions to the commandant	XLV		5
Report of laborers required	XLV		6
Selection of materials	XLV		7
Certificate of bills, reports, &c	XLV		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Navy yard, constructing or civil engineer—Continued.			
Requisition for materials	XLV		9
Reports of master workmen	XLV		10
Responsibility for waste, &c	XLV		11
Mechanics, &c., on temporary duty in his department	XLV		12
Account of expenditure on each object	XLV		13
Appropriations not to be exceeded	XLV		14
Duties required of him; required also of the chief engineer	XLVI		4
Daily report to him by the master workmen	XLVII		2
Navy yard, executive officer.			
He will perform the duties assigned him by his commanding officer	XLII		1
During the absence of the commandant he will take command	XLII		1
He will not alter regulations	XLII		1
He will regulate the police and correct abuses	XLII		2
Report to the executive officer by the senior lieutenant of the yard	XLIII		1
Docking a vessel	XLIV		10
Undocking a vessel	XLIV		1
Navy yard, lieutenants.			
Responsibility of the senior lieutenants	XLIII		1
Muster of the mechanics and laborers	XLIII		2
Absence of the senior lieutenant	XLIII		3
Junior lieutenant to do duty as master and keep journal	XLIII		4
Navy yard, master workmen. (See *Master workmen.*)			
Navy yard, marines in navy yards. (See *Guard. Marines.*)			
The detachment to be subject to the orders of the commandant of the yard	LI		1
The officer relieving the commanding marine officer to report to the commandant of the yard	LI		
Commanding officer to post sentinels and report disposition of force	LI		3
Countersign	LI		4
During the absence of the commandant of the yard	LI		5
Police and internal government of the marine barracks	LI		6
Non-commissioned officers may be reduced by commanding marine officer	LI		7
Leaves of absence	LI		8
Official communications	LI		9
Deficiencies in the complements of marines in vessels may be supplied	LI		10
Offences by marines on post	LI		11
They will conform to regulations	LI		12
Interior government and police of marines in barracks	LI		13
Reviews, exercises, &c	LI		14
Transfer of marines from one station to another	LI		15
Officers to assist in preparing rolls	LI		16
Officer of the day. Inspection of meals	LI		17
Marines in barracks to wear prescribed uniform	LI		18
Apprehension of a deserter	LI		19
Maintenance at Naval Asylum	LI		20
Navy yard, naval constructor.			
Distribution of workmen	XLI		31
His duties	XLIV		1
He will conform to instructions	XLIV		2
Discharge of workmen	XLIV		3
He will prevent waste of timber	XLIV		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Navy yard, naval constructor—Continued.			
Returns to be made	XLIV		4
When defects are discovered not previously known	XLIV		5
Examination of vessels upon the stocks and in ordinary	XLIV		6
Defective, refuse and condemned timber	XLIV		7
Requisitions	XLIV		8
Returns	XLIV		9
Docking a vessel	XLIV		10
Undocking a vessel	XLIV		11
Daily report to him by the master workmen	XLVII		2
Navy yard, navy storekeeper—(See *Storekeeper*)			
He shall have charge of all stores and materials	XLIX		1
He shall have charge of the keys of all store-rooms	XLIX		2
Requisitions	XLIX		3
He will not receipt for articles until invoices are furnished	XLIX		4
Articles received in the yard shall be entered in his books	XLIX		5
No article to be delivered for any other object than that for which it was received, except	XLIX		6
He will issue articles only on written orders or requisitions, except	XLIX		7
Articles to vessels in commission to be delivered upon requisitions	XLIX		8
He will take receipts	XLIX		9
Examination of accounts rendered	XLIX		10
After survey upon articles from a ship he will receive them	XLIX		11
He will notify the commanding officer when stores are nearly expended	XLIX		12
Articles may be used when not of the dimensions, form, or quality specified in the requisitions, except	XLIX		13
He shall have charge of the transportation of stores	XLIX		14
Bill of lading to specify *precise place* to which articles are ordered, and price of freight to be specifically entered	XLIX		14
Articles sent from the yard	XLIX		15
His books to be kept as directed by the Navy Department	XLIX		16
Navy yard, paymaster.			
He shall have charge of paying and victualling enlisted persons	XLVIII		1
He will pay mechanics and laborers	XLVIII		2
Payments to be made in specie, or funds of equal value	XLVIII		3
Requisitions	XLVIII		4
Manner in which his accounts should be kept	XLVIII		5
Neglect. (See *Negligence.*)			
Negligence.			
The commander of a division may correct negligence of ships belonging to another division	VII		3
Of the yeoman to be reported	XVI	1	5
Of marines on post	LI		11
Night order book.			
Commanders of vessels will keep night order books	IX	2	32
Negro. (See *Blacks. Colored persons.*)			
Non-commissioned officers.			
They may be reduced by the commanding marine officer	LI		7
Note-book.			
To be kept by the fleet surgeon	XVIII		7
Disposition of the same	XVIII		8
A note-book to be kept by the surgeon			
Number.			
Entries in the muster-book to be distinguished by a	XXX		3
To each new entry a new number must be given	XXX		3

INDEX—Continued.

	Chapter.	Sec.	Art.
Oatmeal.			
Oatmeal to be supplied for firemen and coal-heavers	X		27
Obedience.			
Any person refusing obedience in case of riot or quarrel shall be punished	II		8
Enjoined to orders from a superior, when such orders are contradictory to other orders from any other superior or the Navy Department	III		5
To an order not to be delayed for the purpose of remonstrating or complaining	III		41
All orders to be promptly obeyed	III		45
Commanding officers to see that all orders are obeyed in a proper manner	III		45
To orders enjoined on lieutenants	XII	1	1
Honorable discharge as a token of	XXXIV		1
Observations.			
Meteorological, barometrical, and symplesometrical observations to be taken and recorded	IX	2	14
Passed midshipmen will make daily observations	XIV		4
Midshipmen will make daily observations	XV		2
Offenders.			
All officers to be immediately reported	III		46
Offence.			
An officer having given offence and offering to apologize, therefor	III		38
When an offence is committed by day or by night, duty of the officer of the watch	XII	2	16
By marines on post	LI		11
Officer. (See *Apartments. Boards. Orders. Precedence. Supernumerary.*)			
When in excess of complement, to be borne as supernumerary	I		5
When ordered to a vessel as supernumerary to take rank and do duty, unless	I		15
When ordered for passage only, not entitled to quarters	I		16
In case of battle, an officer ordered for passage only may serve as volunteer	I		16
Commission, warrant, appointed, and petty officers, a part of the personnel of the navy	II		1
Commission and warrant officers entitled to exercise general military command	II		2
Commission and warrant officers restricted in their right to command	II		3
Commission and warrant officers to take rank and command according to date or position on Register	II		6
Officers acting in grades superior to their own shall exercise command and take precedence according to such grade	II		7
Officers acting in grades superior to their own shall take precedence together, according to their regular grades	II		7
Any commission or warrant officer may exercise command in case of riot or quarrel, and whoever shall refuse obedience to the same, in such case, shall be punished	II		8
Enumeration of appointed officers	II		9
Order of precedence between officers	II		12
Command and precedence of officers on detached duty	II		19
Precedence of officers on boards, councils, surveys, councils of war, and military commissions	II		20
Precedence at officers' messes	II		21

INDEX—Continued.

	Chapter.	Sec.	Art.
Office—Continued.			
Respect to superiors, and proper attention to those under them enjoined	III		2
Suffering under oppression from, or observing misconduct in a superior, not to fail in respect	III		3
Complaints and charges to be made—to whom—how	III		4
An officer receiving an order contrary to another order from a superior or general orders of the department	III		5
An officer diverting another from a service upon which he was ordered by a common superior must show necessity for it	III		6
No officer to claim or receive compensation for repairs to merchant vessels	III		14
To keep the department advised of address	III		28
They will keep the department informed of their residence or change of residence	III		29
All important orders to the officer of the deck at night to be in writing	III		35
If an officer should become privy to the intention of any one to fight a duel	III		36
An officer witnessing or being cognizant of any offence or crime to report the same	III		46
No officer within the United States to appoint any person not holding a commission or warrant to perform duties of a commission or warrant	IV		1
No officer in the United States will give a commissioned or warranted officer an acting appointment to a higher grade	IV		1
An officer prevented from attending an examination may, upon a subsequent examination, have a position assigned him as if he had been examined in due course	IV		38
When an officer shall fail to pass a first examination	IV		39
An officer failing to pass a second examination to be dropped from the Navy Register	IV		40
An officer appointed to a shore station or receiving ship to be continued three years, except	IV		41
All officers to appear in full uniform when the President visits a vessel of the navy	V.		1
Entitled to a guard may dispense with it	V.		12
No officer, other than a flag-officer, to be saluted, except	V.		15
When an officer is saluted by more than one vessel, he will, after they have done firing, fire the number of guns to which he is entitled	V.		21
Military honors to foreign military officers	V.		34
Funeral honors to an officer who may die while off duty	V.		47
Ceremonies to be observed between officers in boats	V.		50
Honors and ceremonies when officers come on board or leave a vessel	V.		51
An inferior will salute a superior by touching his hat. This courtesy will be returned. Its observance strictly enjoined	V.		56
When an officer comes on the quarter-deck he will touch his hat; salute to be returned	V.		57
Officers not to omit any marks of respect due to foreign officers	V.		58
No officer under the rank of captain to wear a broad pendant	V.		59
When an officer approves requisitions, he will see that articles and quantity are actually required, &c	VI		9

INDEX—Continued.

	Chapter.	Sec.	Art.
Officer—Continued.			
Transfer or suspension of an officer by the commander-in-chief	VI		16
Leave of absence from commander-in-chief	VI		17
When an officer succeeds to command by the death, &c., of the commander-in-chief, he will relinquish it as soon as a successor has arrived within the limits of the station	VI		28
Report of the conduct of officers in battle	VII		7
When an officer is called on board the flag ship to receive a verbal order, he will go provided with an order book	VIII		7
The commander of a vessel fitting for sea will exercise no authority over the officers of the yard	IX	1	20
Certain officers to provide themselves with certain instruments and books	IX	1	22
One of the three or one of the two senior officers to be at all times on board	IX	2	1
No officer other than a lieutenant or midshipman to have charge of the watch	XI	2	
Boats not to be detained on shore after the setting of the watch, except on duty	IX	3	9
The executive officer may advise the officer of the deck	XI		14
Respect to officers coming to or leaving the vessel	XII	2	15
When an officer joins his ship he will give the paymaster a copy of his orders	XXI		10
Officers may draw a part of their rations under certain circumstances	XXI		33
Officers to be detailed for service by the officer of detail	XXIX		1
Register of the services of officers to be kept	XXIX		2
List of officers to be submitted to Secretary of the Navy for a vessel preparing for sea	XXIX		
Services of officers to be equalized	XXIX		
Record of service of each officer to be kept	XXIX		5
Travelling expenses	XXXI		1
Same	XXXI		2
Passage with recruits, in a vessel	XXXI		3
Passage money when joining a vessel under orders	XXXI		4
Duty pay of commission and warrant officers	XXXI		5
Medical attendance on an officer sick at a place where there is no medical officer of the navy	XXXI		6
Returning from a foreign station as a passenger, under orders or sick	XXXI		7
Pay of an officer not attached to a vessel or station	XXXI		10
Officers applying to Fourth Auditor for pay	XXXI		11
Pay of an officer in debt to the United States	XXXI		12
Leave of absence	XXXII		3
Leave to return to United States on account of ill health	XXXII		5
Furlough	XXXII		6
Appointed to survey defective articles	XXXVI		3
Surveying officer to call for information upon the subject under investigation	XXXVI		4
When surveying officer receives information in relation to articles under survey from the person who has them in charge	XXXVI		6
Survey, when an officer who has charge of money or articles shall die, &c	XXXVI		9
Survey of an invalid	XXXVI		10

INDEX—Continued.

	Chapter.	Sec.	Art.
Officer—Continued.			
Ordered on a survey to use attention, fidelity, and impartiality	XXXVI		12
Officers will sign their official rank to official communications	XXXVII		6
Approval to a bill for articles	XXXVIII		7
Approval that will authorize the payment of money	XXXVIII		8
Apartments of a supernumerary officer in a ship	XXXIX		10
Officers to mess in the apartments assigned to them	XXXIX		11
Officer of detail.			
An officer of the rank of captain to be attached to the department as	XXIX		1
He will keep a register of the services of officers	XXIX		2
He will submit to Secretary of the Navy a list of officers for a vessel going to sea	XXIX		3
He will equalize the services of officers	XXIX		4
Officer of the day.			
Marines	LI		17
Inspection of meals by the	LI		17
Officer of the deck or watch. (See *Wat h.*)			
All important orders to the officer of the deck at night to be in writing	III		35
The commander of the vessel will keep a night order book, in which will be inserted all orders to the	IX	2	32
The executive officer may advise the	XI		14
His responsibility not relieved by the presence on deck of the commander or the executive officer	XI	2	14
Duties of the	XII	2	1
He will sign the log-book	XII	2	2
Information that he will give the captain	XII	2	3
Not to alter sails or course, except	XII	2	4
To direct an officer to look out for signals	XII	2	5
To make no signals, except	XII	2	6
He will inform his relief of all unexecuted orders	XII	2	7
His duty when boats are alongside the vessel	XII	2	8
No boat to remain alongside without a boatkeeper	XII	2	9
To take account of stores received on board and sent from vessel	XII	2	10
Crews of boats to be properly clad and not to exchange	XII	2	11
Not to enter into conversation	XII	2	12
When a strange sail is seen at night, during war	XII	2	13
Uniform	XII	2	14
Respect to officers and others coming to or leaving the vessel	XII	2	15
Offences committed by day or night	XII	2	16
Decorum on the quarter deck	XII	2	17
Signing the log-book	XIII		18
No alteration after the log-book is signed, except	XIII		20
The boatswain will report to the officer of the deck the state in which he finds the rigging	XVI	2	2
Report to the officer of the deck by the engineer of the watch	XVII		17
Officers' apartments. (See *Apartments; Messes.*)			
Officers, petty. (See *Petty officers.*)			
Official conduct.			
Reports in relation to the official conduct of officers to be communicated to them, unless	XXXVII		13

INDEX—Continued.

	Chapter.	Sec.	Art.
Official correspondence. (See *Correspondence.*)			
Complaints of oppression and charges of misconduct to be made in the manner prescribed for	III		3
Officers will affix their official rank to their correspondence	XXXVII		6
Size of the paper for	XXXVII		11
Official communications to and from officers of the marine corps	LI		9
Official letters.			
Copies of official letters to be kept and official documents filed	XXXVII		8
Official paper.			
Size of the paper for official communications	XXXVII		11
Official rank.			
Officers will affix their official rank to their signatures	XXXVII		6
Official signature			
To the approval of a bill that will authorize the payment of money	XXXVIII		8
Operatives. (See *Laborers; Mechanics; Workmen.*)			
Oppression.			
Course to be taken by an officer suffering under oppression	III		3
Order book. (See *Night order book.*)			
Officers called on board the flag ship to receive verbal orders to come provided with an	VIII		7
A lieutenant called on board flag ship to receive orders to go provided with an	XII	1	3
Orders.			
All orders applying to persons shall apply to paymasters	II		5
An officer receiving an order contrary to another order from a common superior or to general orders from the Navy Department	III		5
Officer receiving such order to represent contrariety	III		5
If execution of order is insisted on, the officer will obey and report circumstances to the officer from whom he received original	III		5
If an officer divert another from the execution of an order of any common superior, he must show necessity therefor	III		6
Orders countermanding the written orders of a superior to be given in writing	III		7
An officer in command of a fleet, squadron, or vessel meeting a superior in command will show him his	III		9
An officer, with sealed or secret orders, meeting a superior will make the fact known to him if he receives orders from such superior	III		9
Of Navy Department required for any alteration of vessels, unless from absolute necessity without the United States	III		10
Receipt of orders, and having obeyed them, to be immediately reported to the Navy Department	III		30
All important orders to the officer of deck, at night, to be in writing	III		35
Combinations for the purpose of complaining or remonstrating forbidden	III		41
No person to delay obedience to an order for the purpose of remonstrating	III		41
Officers to obey all orders promptly	III		45
Commanding officers to see that all orders are obeyed in a proper manner	III		45
To fill vacancies, or to perform duties of a higher grade	IV		2

INDEX—Continued.

	Chapter.	Sec.	Art.
Orders—Continued.			
To fill vacancies to be given in conformity with these regulations	IV		4
An officer doing the duty of a higher grade, by order, will not wear the uniform or affix the official signature of such grade	IV		8
To perform duty of a higher grade must state the vessel	IV		9
The commander of a squadron may *order* the senior surgeon of the squadron to act at fleet surgeon in case of a vacancy	IV		29
The commander-in chief must keep copies of all orders given and received	VI		21
When a commander-in-chief resigns his command he will leave copies of all unexecuted orders with his successor	VI		25
By the commander of a fleet or division, relating to the management or sailing of the vessel in which he is embarked, to be through the commander of such vessel, unless	VII		8
The captain of the fleet will transmit all orders of the commander-in-chief	VIII		3
These orders to be obligatory on all to whom they are addressed at the place where the commander-in-chief's pendant is flying	VIII		3
The neglect or disobedience of such orders to be reported to the commander-in chief	VIII		4
A register of orders of the commander in-chief to be kept by the fleet captain	VIII		5
Also a register of the dates and numbers of all	VIII		6
Officers called on board the flag ship to receive verbal orders will come provided with an order book	VIII		7
The captain of the fleet will be subject to the order of the commander-in-chief only	VIII		9
When a commander is principal aid to the commander-in-chief, though he may perform the duties of captain of the fleet, all orders must be signed by the commander-in-chief	VIII		11
A commanding officer will deliver to his successor the originals or attested copies of all unexecuted	IX	1	24
A commanding officer to keep the sea the time required by his	IX	1	28
He will visit no port not designated in his instructions	IX	1	29
The executive officer will require conformity to	XI		8
Lieutenants to obey	XII	1	1
A lieutenant called on board a flag ship to receive orders will carry an order book	XII	1	3
A watch officer will inform his relief of all unexecuted	XII	2	7
The master to keep watch only by order of the commander of the vessel	XIII		24
Passed and other assistant surgeons to conform to	XX		2
No paymaster's stores to be sent from the vessel without	XXI		7
Officers joining their vessels will give the paymaster a copy of their	XXI		10
The master-at-arms to enforce orders respecting lights	XXIV		1
Marines on guard duty subject to orders of the officer of the deck	XXVIII		14
Officers claiming pay under an order	XXXI		8
Travelling pay of officers returning from a foreign station under	XXXI		7

INDEX—Continued.

	Chapter.	Sec.	Art.
Orders—Continued.			
Copies of all orders received to be kept	XXXVII.		8
Receipt of orders to be acknowledged	XXXVII.		9
Approval of a requisition to have the force of an order	XXXVIII		1
Approval of a bill that will authorize the payment of money to have the force of an order	XXXVIII		8
Vessels coming within the limits of the command of a commander of a station to be under his orders, except	XL.		2
Storekeeper not to deliver articles for any other appropriation than that for which originally ordered, except upon a written order from, &c	XLIX		6
Storekeeper will issue articles only on written	XLIX		7
All orders concerning marines at navy yards to pass through the commandant of the yard	LI		1
Disobedience of orders by masters of vessels under convoy to be sufficient grounds for refusing further protection	LIII		8
Orders sealed. (See *Sealed orders.*)			
Orders secret. (See *Secret orders.*)			
Ordinary.			
Account of stores when vessel is placed in	IX	4	2
Disposition of stores when a vessel is placed in	IX	4	7
Return of medical stores when a vessel is placed in	XIX		18
Yeoman's account when vessel is placed in	XXV		6
Reports and returns by officers attached to vessels in ordinary to be approved by the commanding officer of the yard	XLI.		12
When a vessel is placed in ordinary	XLI.		19
Disposition of stores when a vessel is placed in	XLI.		37
Examination of vessels in ordinary by the naval constructor	XLIV.		6
Paymaster at a yard to pay persons attached to vessels in	XLVIII.		1
Ordinary seamen.			
A deficiency of the "seamen" in a vessel may be supplied from the ordinary seamen	I		9
Ordinary seamen a part of the personnel of the navy	II		1
Discharge of an ordinary seaman without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
To be instructed	IX	1	37
Instruction of ordinary seamen in receiving vessels	XXXV		6
Age and qualifications of ordinary seamen for enlistment	XXXIII		3
Honorable discharge of an ordinary seaman	XXXIV		1
An ordinary seaman who receives an honorable discharge will be entitled to three months' pay on re-enlistment	XXXIV		3
The same to be considered honorable discharge money	XXXIV		4
An ordinary seaman discharged at his own request not entitled to an honorable discharge	XXXIV		12
Packages.			
Disposition of empty packages	IX	4	8
How articles in packages shall be opened and examined	XXI		20
Painting ship.			
Painting outside of ship at sea not to be unnecessarily done	IX	3	

INDEX—Continued.

	Chapter.	Sec.	Art.
Particular service.			
Table of compliments may be modified by the department for vessels on	I.		10
Passage.			
Officers ordered to a vessel as passengers are not entitled to quarters. They may serve as volunteers in battle	I.		16
Of an officer with recruits on board a vessel	XXXI.		3
Money of an officer ordered to join a vessel on a foreign station	XXXI.		4
Of an officer returning from a foreign station as passenger under orders, or sick	XXXI.		7
Of recruits	XXXV.		13
Passed assistant surgeon. (See *Assistant surgeons.*)			
Restricted in his right to command	II.		3
He will have precedence with masters	II.		14
To have rank and command in his own corps according to the date of his commission	II.		22
To conform to police regulations	II.		22
Choice of apartments with a lieutenant of marines	XXXIX.		7
Passed midshipman.			
Order in which he stands in regard to general military command	II.		2
Assistant surgeons, first assistant engineers, and secretaries, have precedence with	II.		13
Promotion of a	IV		25
A master not promoted from a passed midshipman, not eligible to further promotion	IV		26
May be required to make observations and report them	IX	1	21
Will provide himself with certain instruments and books	IX	1	22
May be employed as watch officer in brigs, schooners, and other small vessels	IX	2	2
Attention, zeal, and diligence enjoined	XIV.		1
To require punctuality in those under them	XIV.		2
Instruments and books with which they will supply themselves	XIV.		3
Daily observations	XIV.		4
Journal	XIV.		5
They are to be preferred to midshipmen for more responsible duties	XIV.		6
Passenger.			
The commanders of vessels will take no women to sea, except	IX	1	27
They will report all passengers they may have on board	IX	1	28
Officer returning from a foreign station under orders, or sick	XXXI.		7
Password.			
At a navy yard	XLI.		15
Pay. (See *Advance pay Pay and allowances.*)			
Rates, &c., of vessels for regulating pay of paymasters	I.		1
Distressed seamen received on board United States vessels, to receive pay and rations	I.		13
An officer contracting a debt on a foreign station, which the pay due him is insufficient to discharge	III		27
A part of the yeoman's pay to be retained	XXV.		7
Duty pay of commission and warrant officers	XXXI.		5
Officers who claim pay under an order or acting appointment	XXXI.		8
Pay of secretaries and clerks	XXXI.		9

INDEX—Continued.

	Chapter.	Sec.	Art.
Pay—Continued.			
When an officer not attached to a vessel or station, claims pay of the paymaster	XXXI.		10
Officers applying for pay to the Fourth Auditor who are not regularly paid by him	XXXI.		11
Officers in debt to the United States may receive one ration or its value	XXXI.		12
Pay of persons examined and promoted	XXXI.		15
Allotment of pay	XXXI.		16
When allotments are to commence, and how long they may continue	XXXI.		17
Allotments to be made in duplicate, to be approved, &c.	XXXI.		18
No allotment or power to receive pay to be irrevocable	XXXI.		19
No allotment to be made by an officer unless on duty and absent from family	XXXI.		20
Advance pay to recruits	XXXIII.		11
When advance pay may be paid	XXXIII.		12
Persons who receive advance pay to supply themselves with clothing	XXXIII.		13
Receipts to be produced by recruiting officers for payments of advance	XXXIII.		15
Three months' pay allowed persons re-enlisting under honorable discharges	XXXIV.		3
Such three months' pay to be considered honorable discharge money	XXXIV.		4
Advance pay to persons re-enlisting under honorable discharges	XXXIV.		7
Pay of marines	LI.		20
Pay and allowances. (See *Pay*.)			
Travelling expenses	XXXI.		1
Travelling pay when a vessel returns from foreign service and is paid off	XXXI.		2
Passage of an officer with recruits on board a vessel	XXXI.		3
Passage money of an officer ordered to join a vessel on a foreign station	XXXI.		4
Duty pay of commission and warrant officers	XXXI.		5
An officer sick on duty at a place where there is no medical officer of the navy	XXXI.		6
Officers returning from a foreign station as passengers under orders, or sick	XXXI.		7
Officers who claim pay under an order or acting appointment	XXXI.		8
When the pay of secretaries and clerks shall commence	XXXI.		9
When an officer not attached to a vessel or station, claims pay of a paymaster	XXXI.		10
Officers applying for pay to the Fourth Auditor	XXXI.		11
Officers in debt to the United States may receive one ration or its value	XXXI.		12
A library may be allowed vessels in commission and navy yards	XXXI.		13
Funeral expenses of persons who may die in actual service	XXXI.		14
Pay of persons who are examined and promoted shall commence with that of others of their date	XXXI.		15
Allotment of pay	XXXI.		16
When allotments shall commence and how long they may continue	XXXI.		17
Allotments to be made in duplicate, to be approved, &c.	XXXI.		18
No allotment or power to receive pay to be irrevocable	XXXI.		19

INDEX—Continued.

	Chapter.	Sec.	Art.
Pay and allowances—Continued			
No allotment to be made by an officer unless on duty and absent from family	XXXI		20
Travelling allowance not made to an officer who is relieved from orders at his own request	XXXI		21
Pay corps.			
Officers of the pay corps to have rank and exercise command in their own corps	II.		22
To conform to police regulations	II.		22
Paying off.			
Duty of boatswain when a ship is paid off	XVI.	2	5
The carpenter to prepare a list of defects when ship is paid off	XVI.	4	6
Duty of yeoman when ship is paid off	XXV.		6
Duty of the marines when the vessel is paid off	XXVIII.		27
Travelling pay of officers and crew when a vessel is paid off.	XXXI		2
Paymaster. (See *Pay corps.*)			
Rates and complements of vessels for regulating the pay of.	I.		1
If over six years sea and twelve total service, not to serve in vessels of 3d and 4th rates	I.		3
Restricted in right to command	II.		3
Pursers to be denominated paymasters	II.		4
Laws, regulations, circulars, and orders having application to pursers shall apply to paymasters	II.		5
Clerk to a paymaster is an appointed officer	II.		9
To have precedence with lieutenants	II.		12
Who, previous to the adoption of this code, took precedence with commanders shall so continue	II.		12
Chaplains and chief engineers who have been commissioned twelve years shall have precedence with paymasters who take precedence with commanders	II.		12
Will take precedence with masters for five years after appointment	II.		13
Will have rank and command in his own corps according to date of commission	II.		22
To conform to police regulations	II.		22
Will sign the accounts of persons transferred	III.		25
His share of freight on money, jewels, plate and other treasure	III.		40
Will nominate the ship's steward	IV		12
May appoint and discharge his clerk with the consent of the commander of the vessel	IV		16
Qualifications required for the appointment of a	IV		27
Clothing and small stores to be issued by the paymaster	IX	3	12
Transfer of the accounts of persons left in hospital	IX	3	23
Requisitions	XXI		1
Approval of requisitions	XXI		2
To furnish approving officer with a written statement of the amount of funds in his hands	XXI		3
When he has received or paid over public moneys without previous sanction	XXI		4
No money in his charge is to be paid without authority therefor	XXI		5
Suitable store-rooms to be prepared for his stores	XXI		6
No paymaster's stores to be sent from the vessel without an order	XXI		7
No article stowed in spirit room or hold to be stowed elsewhere, unless	XXI		8
Shall report articles of improper quality	XXI		9

INDEX—Continued.

	Chapter.	Sec.	Art.
Paymaster—Continued.			
When an officer joins his ship he will furnish the paymaster with a copy of his orders	XXI		10
Will be informed of all resignations, dismissals, discharges, transfers, &c	XXI		11
Will be notified when any person is to be discharged, &c.	XXI		12
Will be furnished with a list of the names and the number of the messes of the men	XXI		13
Accounts of men transferred	XXI		14
May nominate ship's steward	XXI		15
Iron chests, &c., to be furnished him	XXI		16
Bills or accounts	XXI		17
Issues of money, clothing and small stores	XXI		18
When he purchases clothing on a foreign station	XXI		19
When articles are packed in bales, packages, &c., they are to be opened in the presence of an officer	XXI		20
Articles condemned by survey	XXI		21
No change to be made in allowance of provisions, except	XXI		22
No one to draw more than his allowance of ration	XXI		23
Persons may relinquish spirit part of ration, provided	XXI		24
Rations that messes may relinquish	XXI		25
Persons in debt to be paid no money, except	XXI		26
Shall not pay to administrators unless	XXI		27
Reports of expenditures	XXI		28
Bills of exchange	XXI		29
Quarterly reports of expiration of men's service	XXI		30
Shall take charge of dead men's effects	XXI		31
Books and accounts to be kept as directed	XXI		32
Officers may draw portions of rations under certain circumstances	XXI		33
May furnish the marines with slop clothing, small stores, &c	XXVIII		8
On a foreign station to pay officers travelling expenses	XXXI		1
Pay of an officer not attached to a vessel or station	XXXI		10
To receipt for recruits	XXXV		1
Duty of the paymaster in relation to the transfer of recruits	XXXV		3
Will issue no clothing, small stores, or money to recruits, except upon an order, which he will retain as a voucher	XXXV		5
Certificate of the paymaster at a survey to ascertain title to a pension	XXXVI		4
Paymaster, assistant. (See *Assistant paymaster.*)			
Paymaster's clerk. (See *Clerk to a paymaster.*)			
Payment.			
Payment of money by the paymaster without authority therefor	XXI		5
Pay-roll. (See *Muster and pay-roll.*)			
Will be saved, if possible, in case of shipwreck	IX	2	24
For labor in the civil or constructing engineer's department	XLV		8
Of mechanics and laborers at navy yards	XLVIII		2
The clerk of the yard to prepare pay-roll semi-monthly	L		1
Monthly copy of semi-monthly pay-roll to be prepared	L		2
Pendant, broad. (See *Broad pendant.*)			
Pension.			
Survey of persons with wounds that may entitle to a	XIX		19
Recruits, with complaints or injuries, to be particularly described to prevent improper claims for	XXXIII		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Pension—Continued.			
Marks of wounds or injuries, which may form grounds for application for a pension, to be noted in descriptive list	XXXV		2
Survey to ascertain title to a pension	XXXVI		11
Personnel of the navy.			
How composed	II		1
Persons.			
Number of persons in a steamer of 1st class	I.		1
Number of persons in a steamer of 2d class	I.		1
Number of persons in a steamer of 3d class	I.		1
Number of persons in a steamer of 4th class	I.		1
Of inferior ratings. (See *Inferior ratings.*)			
Any person refusing obedience in case of riot or quarrel shall be punished	II		8
All persons in the navy to be constant in attention to duty	III		1
No person to absent himself from duty or ship after dark without special permission	III		1
Improper conduct, fraud, &c., of any person connected with the navy to be reported. How; to whom	III		4
No person is to exchange duties unless authorized	III		8
All persons held accountable for unnecessary expenditure or waste	III		11
Public stores must not be appropriated to private use of persons not in distress	III		12
All persons in the navy to use their utmost exertions to detect and report offenders	III		46
No person to receive an original commission, warrant or appointment, unless physically qualified	IV		45
Of distinction visiting a vessel of the navy will be saluted according to their rank	V		36
Funeral honors of persons not belonging to the navy who may die on board	V		46
No person to leave or return to the ship without the knowledge of the executive officer	XI		18
No person under age to be enlisted without consent of parent or guardian	XXXIII		3
Survey of persons to ascertain their title to a pension	XXXVI		11
Persons of inferior ratings. (See *Inferior ratings.*)			
Petty officers.			
A vessel not to be detained when the number of petty officers is equal to nine-tenths of her complement	I.		9
When a vessel leaves the United States with a deficiency of petty officers, vacancies may be filled by promotion or enlistment	I.		11
A part of the personnel of the navy	II.		1
May be commanded by any commission or warrant officer in case of riot or quarrel	II		8
Enumeration and relative rank of	II.		10
Mark to designate those who are in no case to command	II.		10
Precedence of petty officers with each other	II.		11
Discharge of petty officers without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		20
Vacancies in the situations of boatswains, gunners, carpenters and sailmakers may be filled by selection from the	IV		7
To be rated by the commander of a seagoing vessel when her crew is transferred to her from the receiving vessel	IV		12

INDEX—Continued.

	Chapter.	Sec.	Art.
Petty officers—Continued.			
Rating of petty officers transferred to another station or hospital	IV		13
The commander of the vessel may alter the ratings of petty officers, and will make a quarterly report of the same	IV		14
Funeral honors of petty officers	V		44
Vacancies among petty officers, how filled	IX	1	36
To be allowed liberty on suitable occasions	IX	2	5
Each quarter boat to be in charge of a	IX	3	27
They will set a good example to their inferiors	XXVII		1
They shall aid in maintaining order and discipline	XXVII		2
To be distributed among the messes	XXVII		3
Every admissible indulgence will be allowed them, except	XXVII		4
Badge to be worn for honorable discharges	XXVII		5
Maintenance at Naval Asylum	XXVII		6
Boys to be berthed under one of the	XXVII		7
Entitled to conveyance or actual cost of travel when vessel is paid off	XXXI		2
Persons not to be enlisted as petty officers, except	XXXIII		4
Petty officers enlisted with complaints or injuries	XXXIII		8
Recruits not to be rated as petty officers	XXXV		8
Physical qualifications. (See *Qualifications.*)			
Pilot.			
Whether the ship be in charge of a pilot or not, the master will warn the captain of any danger to which she may be exposed	XIII		13
Plans.			
For improvements; by whom; to whom; and how made	VI		22
Of the stowage of the vessel to be made by the master	XIII		4
Of stowage to be furnished the captain	XIII		5
Same to be furnished the commandant of the yard	XLI		6
The commanding officer of a navy yard to see that the commander of a vessel has plans of stowage	XLI		26
The civil or constructing engineer to prepare plans	XLV		3
Plate.			
Shipped as freight. Division of the money paid as freight	III		40
Police.			
Officers of the medical, pay, and engineer corps to conform to police regulations	II		22
Police regulations to be prepared by the commander of the vessel	IX	1	8
The executive officer to have the general superintendence of the police of the vessel	XI		2
The officer of the watch will prevent violation on deck of the police of the ship	XII	2	17
At navy yards	XLI		16
At navy yards to be regulated by the executive officer under the direction of the commandant	XLII		2
Of the marine barracks	LI		6
And government of marines in barracks	LI		13
Camp and garrison police of marines to be the same as that for the army	LI		14
Port.			
Duty of the master when entering a port	XIII		13
Ports.			
The carpenter to examine frequently the lower deck ports	XVI	4	9
Powder.			
Precautions when powder is taken on board	IX	2	21

INDEX—Continued.

	Chapter.	Sec.	Art.
Powder—Continued.			
The executive officer will attend personally when the magazine is opened	XI		17
The quantity of powder expended in action to be reported and entered in the log-book	XVI	3	4
Precedence.			
Of officers acting in higher grades than their own	II		7
Of petty officers with each other	II		11
Between officers of the navy	II		12
Surgeons, paymasters, chaplains, and chief engineers to have precedence with lieutenants	II		12
Surgeons and paymasters who, previous to the adoption of this code, had precedence with commanders, shall so continue	II		12
Chaplains and chief engineers commissioned over twelve years, shall have precedence with commanders, and surgeons and paymasters who take precedence with commanders	II		12
Assistant paymasters to have precedence with masters	II		13
If assistant paymasters are not appointed, paymasters will have precedence with masters for five years; afterwards with lieutenants	II		13
Passed assistant surgeons and professors of mathematics to have precedence with masters	II		14
Of second and third assistant engineers and clerks with midshipmen	II		16
Of secretaries and clerks with each other	II		17
Of officers of same grade and date	II		18
Of officers on detached duty	II		19
Of officers on boards, councils, surveys, &c	II		20
Same	XXVIII		20
At officers' messes	II		21
When boats approach or leave the ship	V		54
Preservation of the ship.			
Duties of a commander in reference to the preservation of the ship	IX	2	
President of the United States.			
He will prescribe the uniform so as to distinguish grades and corps	III		31
Military honors to the President when he visits a vessel of the navy	V		1
American ensign to be displayed at the main during the time he is on board a vessel of the navy	V		2
Military honors when he passes near a vessel of the navy	V		2
Military honors to an ex-President	V		4
Funeral honors to a President or ex-President	V		40
Prevention of a duel.			
Officers enjoined to use every effort for the prevention of a duel	III		36
An officer invited to act as a second will exert himself to effect a reconciliation	III		37
Principal aid.			
When a principal aid may be allowed	IV		42
The broad pendant of the commander of a squadron is not to be shifted during his absence if his principal aid is the senior officer present	V		64
Prisoners.			
The master-at-arms to report all prisoners daily	XXIV		3

INDEX—Continued.

	Chapter.	Sec.	Art.
Private correspondence.			
Officers enjoined not to comment upon the movements of the vessel or squadron in their private correspondence	XXXVII.	.....	7
Private interest.			
All persons forbidden from having any interest in purchases	III	.....	16
Navy agent to have no private interest in purchases	LII	.....	3
Private use.			
No public stores to be appropriated to private use, except in case of distress, when immediate information is to be given, and security taken for the same	III	.....	12
Prize.			
The accounts of persons transferred to a prize to be signed by commanding officer and paymaster	III	.....	25
Probationary sea service. (See *Sea service.*)			
Of lieutenants	IV	.....	22
Of commanders	IV	.....	23
For promotion, must be performed in a vessel of the navy	IV	.....	36
Process, criminal. (See *Criminal process.*)			
Professor of mathematics.			
Restricted in the right to command	II	.....	3
He will take precedence with masters	II	.....	4
He will attend when required and give instruction to midshipmen and others	XXIII.	.....	1
Quarterly reports	XXIII.	.....	2
Promotion.			
To fill a deficiency in the table of complements	I.	.....	11
An officer in command of a vessel on a foreign station promoted to a higher grade	III	.....	39
Chapter prescribing rules for appointments and promotions	IV	.....	.....
Of midshipmen	IV	.....	21
Of lieutenants, sea service	IV	.....	22
Of commanders, sea service	IV	.....	23
Of warranted masters' mates and second masters	IV	.....	24
Of passed midshipmen	IV	.....	25
Of masters who have not been promoted from passed midshipmen	IV	.....	26
Sea service of midshipmen in schooners	IV	.....	30
Qualifications and examination of candidates for promotion in the engineer corps	IV	.....	32
Term of service with steam engines required for promotion of third, second, and first assistant engineers	IV	.....	33
Candidates for promotion will receive certificates from the board by which they are examined	IV	.....	37
Of an officer, other than a midshipman, who may be prevented from attending an examination at the proper time	IV	.....	38
Of an officer who may fail to pass a first examination; upon a second examination his position will be assigned him	IV	.....	39
Of non-commissioned officers of marines	XXVIII	.....	24
Same	LI	.....	7
Pay of persons who are examined and promoted	XXXI	.....	15
Protection.			
Not to be given to a vessel having articles contraband of war on board	LIII	.....	3
Masters of vessels under convoy disobeying orders, to be refused further protection	LIII	.....	9

INDEX—Continued.

	Chapter.	Sec.	Art.
Provisions.			
Before a fleet sails, reports of quantities of provisions on board to be made	VI		4
Economy in the use of provisions enjoined	VI		5
When a vessel returns to the United States all surplus provisions to be withdrawn	VI		23
To be kept at hand, to send in any boat that may have to leave the ship at sea	XI		22
The master will superintend the storage of the	XIII		1
No change to be made in allowance of provisions, except	XXI		22
Reports of expenditure of	XXI		28
Not to be thrown overboard, unless	XXXVI		8
Survey when an officer in charge of provisions shall die, &c.	XXXVI		9
Publication.			
Official communications not to be published	XXXVII		10
Public interest.			
An officer interfering with orders of a superior or of the department, must show that public interest required it.	III		6
If the public interest will admit, an enlisted man, whose term of service has expired on a foreign service, may, at his own request, be discharged	III		21
If the public interest require, persons may be transferred from one vessel to another	III		26
Public moneys.			
Unnecessary expenditure of public money to be avoided	III		11
All persons held responsible for the same, as above	III		11
Public service.			
An officer having sealed or secret orders or instructions, is not to be diverted from his intended course, unless the public service render it absolutely necessary	III		9
A vacancy occasioned by the absence of officers on public service, how filled	IV		6
Officers enjoined from commenting, in their private correspondence, upon matters pertaining to the public service	XXXVII		7
Public stores.			
No public stores to be appropriated to private use of any person not in distress	III		12
Early information to be given to the department when public stores are so used	III		12
Security to be taken for the return of public stores used as above	III		12
Pump.			
Force pumps to be kept in good order by the senior engineer on duty	X		18
Bilge pumps not to be used on ordinary occasions	X		19
The carpenter to keep the pump in order	XVI	4	3
Punctuality.			
Passed midshipmen will require punctuality in those under them	XVI		2
Punishment.			
Any person refusing obedience to a commission or warrant officer in case of riot or quarrel, shall receive punishment by a court martial	II		8
All offenders to be brought to	III		46
Quarterly reports of punishments to be made by the commander of a vessel	IX	1	18
He will order no public punishment while a superior in command is on board, except	IX	1	33

INDEX—Continued.

	Chapter.	Sec.	Art.
Punishment—Continued.			
Of offenders by marines	LI		11
Purchases. (See *Account. Approval. Contract. Requisitions.*)			
All persons in the navy are forbidden from having any interest in purchases for naval purposes	III		16
Copies of bills of articles purchased abroad to be sent quarterly to the proper bureau	VI		10
When purchasing articles where there is no regular agent, to prefer consul	VI		11
Purchases of clothing on a foreign station	XXI		19
Inspection of articles received under a purchase	XXXVI		1
Made by an agent of the Navy Department upon requisitions or orders	XXXVIII		2
Duties of the officer who receipts for articles purchased by an agent	XXXVIII		3
No receipt to be given for articles purchased until inspecting officer has approved them	XXXVIII		4
Approval of an officer for articles purchased	XXXVIII		7
An officer relinquishing a command will see that bills are settled	XXXVIII		9
No purchases to be made at navy yards, except	XLI		13
The navy agent to make purchases of articles not furnished by contract	LII		1
And engagements by the navy agent	LII		2
Navy agent to have no private interest in	LII		3
The navy agent to make no sales or purchases, except	LII		4
Pursers.			
To be denominated paymasters	II		4
Laws, regulations, circulars, and orders, relating to pursers, shall apply to paymasters	II		5
Qualifications.			
Appointments or orders to fill vacancies to be given, as regards qualifications, in conformity with these regulations	IV		4
Certificates of qualifications to be given to those found qualified by a board to fill higher appointments, and forwarded to the Secretary of the Navy	IV		16
Required for secretaries and clerks	IV		17
Required for boatswains, gunners, carpenters, and sailmakers	IV		18
Required for masters' mates and second masters	IV		19
Required for chaplains	IV		27
Required for paymasters	IV		28
For appointment to the engineer corps	IV		31
For promotion in engineer corps	IV		32
For promotion in the engineer corps. Age and service	IV		33
Of candidates for admission into engineer corps being equal, which to prefer	IV		34
Certificates to be given to such candidates for admission or promotion who are found qualified	IV		37
Any officer found disqualified on a second examination to be dropped from the Navy Register	IV		40
No person to receive an original appointment, warrant, or commission, unless found physically qualified	IV		45
The commander of a fleet or squadron will ascertain the qualifications of the officers under him	VI		1
The executive officer will ascertain the qualifications of each man on board	XI		15

INDEX—Continued.

	Chapter.	Sec.	Art.
Qualifications—Continued.			
At the end of a cruise the chief engineer will give letters stating the qualifications of the engineers	XVII		10
Of recruits	XXXIII		3
The officer in command of rendezvous and the medical officer to concur in the qualifications of recruits	XXXIII		6
A recruit disqualified by an injury	XXXIII		7
Person entered for a particular rating with a complaint or injury	XXXIII		8
Of persons who enter without passing through the rendezvous	XXXIII		18
Person holding an honorable discharge disqualified for reenlistment	XXXIV		8
Regard to be had to the qualifications of recruits when a draught is transferred	XXXV		3
Qualities of a vessel.			
A statement thereof to be furnished her commander by the commandant of the navy yard or her previous commander	IX	1	10
Quality.			
Expenditure of an article not of the precise quality ordered in the regulations	XLIX		13
Quantity.			
Survey to ascertain the quantity of articles	XXXVI		7
In reports of surveys, quantities to be stated at length and not in figures	XXXVI		14
Quarantine.			
Not to hold communication with a vessel that would subject to	IX	3	24
Yellow flag to be hoisted when the vessel is subject to	IX	3	25
Quarrel.			
Any commission or warrant officer may command in case of	II		8
Any person refusing obedience in case of riot or quarrel shall be punished	II		8
Quarter bills.			
The executive officer will have the quarter bills made out	XI		3
Midshipmen not to be allowed leave of absence unless their quarter bills are made out for use	XV		5
The chief engineer will make out the quarter bills in his department	XVII		4
Quarter-boat.			
Each quarter boat to have a breaker of water on board, at sea, and provisions kept at hand	XI		22
Quarter-deck.			
Officers to salute when they come on the quarter-deck; salute to be returned	V		57
The officer of the watch will preserve decorum on the	XII	2	17
Quarterly muster and pay-roll. (See *Muster and pay-roll.*)			
Quarters. (See *Apartments.*)			
Officers ordered to a vessel as passengers not entitled to	I		16
The commander of a vessel will, upon taking command, station his crew at	IX	1	11
In exercising the men at quarters the instructions of the Bureau of Ordnance to be followed	IX	1	13
Rain.			
Men not to sleep where exposed to	IX	3	5

INDEX—Continued.

	Chapter.	Sec.	Art.
Rank.			
Officers ordered to vessels as supernumeraries to take rank and do duty as if belonging to complements	I.		15
Commission and warrant officers to take rank and command according to date or position on register	II.		6
Rank of commanding officers and paymasters to govern precedence of their secretaries and clerks	II.		17
Officers not entitled to exercise general military command, whatever their rank, are under the command of, and yield in precedence to the commanding officer of a vessel in command on detached duty	II.		19
Of officers of medical, pay, and engineer corps in their own corps	II.		22
Funeral honors to officers, non-commissioned officers, and privates of the marine corps to be regulated by their assimilated	V		45
The captain of the fleet will, on other service, take rank according to his commission	VIII		10
Rates.			
And complements for regulating commands and pay of paymasters	I.		1
Of vessels to be commanded by captains, commanders, and lieutenants	I.		2
Paymasters of *six* years sea and *twelve* years total service not to be ordered to vessels of 3d and 4th	I.		3
Surgeons who take precedence with commanders not to be ordered to sea in any but vessels of 1st and 2d	II.		12
Rates of wages. (See *Wages.*)			
Ratings. (See *Inferior ratings.*)			
Of petty officers transferred from one station to another or to a hospital	IV		13
The commander of a vessel may alter the rating of petty officers; a quarterly report of the same to be made	IV		14
The number of men in each rating not to be exceeded, except	IX	1	14
The paymaster to be informed of any change of ratings of any person on board	XXI.		11
Ration.			
Distressed seamen received on board United States vessels to receive pay and	I.		13
Hospital stores instead of rations to sick	XIX		6
No one to draw more than his allowance of	XXI		23
Spirit ration may be relinquished, provided	XXI		24
That messes may relinquish	XXI		25
Persons in debt to be paid no money except for	XXI		26
Officers may draw portions of rations under certain circumstances	XXI		27
The cook to see that the rations are properly cooked, &c.	XXVI		2
Officers in debt to the United States may receive one ration or its value	XXXI		13
Reading in bed.			
By candle or lamp light forbidden	IX	2	17
Receipt.			
And expenditure of medical stores	XIX		3
No receipt for articles purchased to be given until the inspecting officer has approved the articles	XXXVIII		4
The storekeeper to take receipt for all articles delivered upon the receipts themselves	XLIX		9
Receipt books.			
To be saved, if possible, in case of wreck	IX	2	24

INDEX—Continued.

	Chapter.	Sec.	Art.
Receipt of orders.			
Orders to be immediately acknowledged	III.		30
Receiving vessel.			
Transfer of a crew from a receiving vessel to a sea-going vessel	IV		12
An officer ordered to a receiving vessel to be continued three years, except	IV		41
A recruit receiving an injury before joining the receiving vessel, to be rejected	XXXIII		7
Drunken recruits requiring restraint, not to be received on board	XXXIII		14
Recruiting officer to procure the receipt of the commander of the receiving vessel for the recruits	XXXIII		15
The commander of the receiving vessel to take charge of recruits	XXXV		1
Descriptive lists	XXXV		2
Transfer of recruits	XXXV		3
Clothing to be examined, marked, and a list made out	XXXV		4
Recruits to receive no advance of clothing, stores	XXXV		5
Examination and inspection of recruits	XXXV		6
Desertion of recruits to be prevented	XXXV		7
Recruits not to be rated as petty officers	XXXV		8
Recruits not to be employed on other duties than those connected with the equipment of vessels	XXXV		9
When transfers are made to sea-going vessels, a due proportion of each class of recruits to be selected	XXXV		10
In case of complaint of the commander of a sea-going vessel, a survey of the men transferred to be made	XXXV		11
The commander of the receiving vessel to select draught for the sea-going vessel	XXXV		12
Transportation of recruits from one station to another	XXXV		13
Officers attached to receiving vessel to live on board and conform to general regulations for other vessels in commission	XXXV		14
To be under the command of the commander of the station	XL		8
The paymaster of a yard to pay persons attached to a	XLVIII		1
Record.			
Of the services of officers to be kept by officer of detail	XXIX		5
Recruit. (See *Recruiting service. Receiving vessel.*)			
Passage of an officer with recruits on board a vessel	XXXI		3
To be in charge of the commander of the receiving vessel	XXXV		1
The paymaster to receipt for them	XXXV		1
If considered unfit for service, to be re-examined and reported to the Secretary of the Navy	XXXV		1
Descriptive list	XXXV		2
Transfer	XXXV		3
Clothing to be examined, marked, and a list made out	XXXV		4
To receive no advance of clothing, money, or small stores, if in debt	XXXV		5
To be exercised and instructed	XXXV		6
Desertion and liberty	XXXV		7
Not to be rated as petty officers	XXXV		8
Employment of recruit at the navy yard	XXXV		9
Transfer of	XXXV		10
In case of complaint by the commander of a sea going vessel, survey to be held	XXXV		11
Commander of receiving vessel to select a draught for the sea-going vessel	XXXV		12
Transportation of recruits	XXXV		31

INDEX—Continued.

	Chapter.	Sec.	Sec.
Recruiting officer. (See *Recruiting service.*)			
Recruiting service (See *Enlistment.*)			
Strict and constant attention to duty enjoined on recruiting officer	XXXIII		1
Junior officers to act as assistants, not as substitutes, to recruiting officers	XXXIII		2
Age, stature, and qualifications of recruits	XXXIII		3
Persons not to be entered as petty officers, except	XXXIII		4
Free blacks or colored persons	XXXIII		5
Officer in command of rendezvous, and medical officer, shall concur in opinion as to fitness of recruit	XXXIII		6
Injury to recruit after enlistment	XXXIII		7
Recruits for particular ratings with complaints or injuries	XXXIII		8
Law to be printed on shipping articles. Both to be read to recruits	XXXIII		9
No intoxicated person to sign shipping articles	XXXIII		10
No felon to be enlisted	XXXIII		10
Advances of pay and bounty	XXXIII		11
Advance money or bounty, when it may be paid	XXXIII		12
Persons who receive advance or bounty, to supply themselves with clothing	XXXIII		13
Intoxicated recruits not to be received in receiving ship	XXXIII		14
Receipts to be produced by recruiting officers	XXXIII		15
Amount to which recruiting officers are restricted	XXXIII		16
Recruiting officer shall report weekly	XXXIII		17
Shipping articles to be furnished vessels	XXXIII		18
Recruits may repair on board without passing through rendezvous	XXXIII		18
In case of doubt as to age, oath to be administered	XXXIII		19
To be under the command of the commander of the station.	XL		8
Redress.			
When redress is offered for an injury	III		38
Refund.			
Articles appropriated to private use; they or their value to be refunded to the United States	III		12
Refuse timber. (See *Timber.*)			
Register, Navy. (See *Navy Register.*)			
Register.			
The captain of the fleet will keep a register of the orders of the commander-in-chief	VIII		5
He will keep a register of the number and dates of all orders	VIII		6
He will keep a register of all signals	VIII		6
Of the services of officers to be kept by the officer of detail	XXIX		2
Regulating commands.			
Appropriate commands prescribed	I		2
Regulations. (See *General regulations. Internal regulations. Police.*)			
Distressed seamen received on board United States vessels amenable to	I		14
Applying to pursers shall apply to paymasters	II		5
Officers not limited to the duties prescribed in these	III		45
Acting appointments and orders to fill vacancies to be made and given in conformity with these	IV		4
On entering foreign ports commanding officers will conform to the civil and military	V		35
For commanders of fleets to govern commanders of vessels when acting singly	IX	1	39

INDEX—Continued.

	Chapter.	Sec.	Art.
Regulations—Continued.			
When there is no particular regulations, lieutenants will conform to the practice and words of command of the executive officer	XII	1	2
The surgeon will conform to	XIX		2
The commander of a station to conform to the regulations for commanders of fleets for procuring supplies, &c.	XL		3
Mechanics and others in a navy yard to conform to	XLI		33
Of a navy yard not to be altered by the executive officer.	XLII		2
Marines at navy yards will conform to	LI		12
For camp and garrison, duties of marines to be the same as those prescribed for the army	LI		14
Regulations, General. (See *General regulations*)			
Regulations, Police. (See *Police regulations.*)			
Religious instruction.			
Of the boys on board ship	XXII		5
Remark-book.			
Commanders of vessels will keep a remark-book. Nature of the remarks to be recorded	IX	1	41
The master will keep a remark-book. Particulars that it will embrace	XIII		23
In case of removal or suspension the master will deliver a fair copy of the remark-book to the captain	XIII		26
Remonstrating.			
Combinations for the purpose of complaining or remonstrating forbidden	III		41
Removal.			
In case of removal the master to sign the log-book and deliver it to his successor. Also a fair copy of the remark-book to the captain	XIII		26
Survey upon the removal of an officer in charge of money, stores, &c	XXXVI		9
Rendezvous. (See *Recruiting service.*)			
Strict and constant attention to the duties of the rendezvous enjoined on recruiting officers	XXXIII		2
Repair.			
No repair to vessels to be made without the sanction of the Navy Department, unless without the United States, and in case of absolute necessity	III		10
To vessels of the merchant service of the United States by mechanics on board United States vessels	III		13
No officer to claim compensation for repairs as above	III		14
Of engines, &c., to be made by the engineers, &c., of the ship	X		17
Of steam machinery	XVII		12
Of arms and accoutrements of marines	XXVIII		23
When a vessel is undergoing repair, her officers, &c, to assist in equipping her	XLI		21
Disposal of the crew of a vessel undergoing	XLI		22
Vessels in commission not to undergo repair at navy yards, except	X I		23
When a vessel is received for repair, the commanding officer of the yard will report	XLI		24
Report (See *Correspondence*)			
An officer after executing an order contradictory to another order from any other superior, or the department, will report circumstances	III		5
By board directed to survey a person considered unfit for service, to whom made	III		22

INDEX—Continued.

	Chapter.	Sec.	Art.
Report—Continued.			
All offenders to be immediately reported	III		46
Of the change in the ratings of petty officers in a vessel to be made quarterly	IV		14
From the commander of a fleet	VI		2
Before sailing, the commander of a fleet will cause report to be made to the proper bureaus	VI		4
Semi-annual reports by the commander-in-chief of the qualifications of the commanders of vessels, and quarterly reports of the number and rates of their crews.	VI		18
To be made to commanders of vessels, of divisions, and in chief	VII		2
On the condition of the vessels of a division made to the commander-in-chief	VII		5
After battle of the conduct of officers	VII		7
Of the commander of a vessel fitting for sea to the commandant of a yard	IX	1	2
When a vessel is transferred to her commander	IX	1	3
Weekly report to be made by the commander of a vessel fitting for sea-service	IX	1	9
Quarterly reports of punishments by the same	IX	1	18
Monthly and bi-monthly reports of enlistments, deaths, discharges and desertions	IX	1	19
When a vessel gets on shore	IX	2	10
When vessel is wrecked	IX	2	28
Daily report of the sick	IX	3	18
Of the number of hours a steamer is under steam	X		9
Of the defects of a steam engine	X		14
By an engineer of objectionable articles received in his department	X		26
The executive officer will receive report of the state of the vessel twice each day from the master, boatswain, gunner, carpenter and sailmaker	XI		5
The executive officer will report daily to the commander the condition of the vessel	XI		
The executive officer will examine the report of receipts and expenditures	XI		7
The executive officer will report violation of laws	XI		20
Lieutenants to report on the wants of the men in their divisions	XII	1	4
Offences during the night will be reported by the officer of the watch in the morning	XII	2	16
Passed midshipmen will report the position of the ship to captain daily	XIV		4
Midshipmen will do the same	XV		2
The boatswain, gunner, carpenter and sailmaker will make immediate report to the executive officer of any defect or deficiency they may discover	XVI	1	1
The same will report if any additional means are required for the preservation of the stores in their charge	XVI	1	2
The same will report misconduct or neglect in the yeoman.	XVI	1	5
By the same to the executive officer	XVI	1	7
By the chief engineer to the captain	XVII		5
Same to the same	XVII		6
By the same of quantity of coals on hand	XVII		11
Hourly report by the engineer of the watch to the officer of the deck	XVII		17
From medical officers	XVIII		1

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INDEX—Continued.

	Chapter.	Sec.	Art.
Report—Continued.			
Promptness and punctuality in making reports enjoined on medical officers	XVIII.		2
Reports of persons unfit for a cruise and deteriorated stores	XVIII.		5
Of medical stores by surgeon	XIX		3
Daily report of surgeon to commander of vessel	XIX		7
On persons who receive wounds	XIX		19
Of persons left in hospital	XIX		20
On persons in hospital who are convalescent	XIX		21
By paymaster of money paid without previous authority	XXI		4
By paymaster of articles of improper quality	XXI		9
Of expenditures	XXI		28
Quarterly returns of expiration of men's service	XXI		30
Officers reporting for duty will give the paymaster a copy of their orders	XXI		10
Chaplain's	XXII		7
Quarterly report of the professor of mathematics	XXIII		2
Of prisoners	XXIV		3
By senior marine officer	XXVIII		4
By the same	XXVIII		25
Of misbehavior of marines	XXVIII		16
Of recruiting officer	XXXIII		17
False statement at a survey, or any fraud discovered, to be particularly noticed in the	XXXVI		4
Of surveying officers	XXXVI		5
Of the survey to ascertain the title to a pension	XXXVI		11
Copies of the report of surveys, how forwarded	XXXVI		13
Quantities to be stated at length, not in figures, in the report of surveys	XXXVI		14
Of the conduct of an officer	XXXVII		13
Of the commandant of a station	XL		2
The commanding officer of a navy yard will see that reports are duly made	XLI		5
By officers of a navy yard to the Navy Department, to be approved by the commanding officer	XLI		12
To the Bureau of Construction, &c., by the commanding officer of a navy yard	XLI		24
By the commanding officer of a navy yard	XLI		27
Of defects in vessels by the naval constructor	XLIV		5
By the civil or constructing engineer of a yard	XLV		4
By the same of laborers required	XLV		6
Monthly and semi-monthly report by the same	XLV		8
Of master workmen in the civil or constructing engineer's department	XLV		10
Irregularity or misconduct in those under him to be reported by the civil or constructing engineer	XLV		12
Semi-monthly report by the civil or constructing engineer	XLV		13
Of the number of persons required in the chief engineer's department at a navy yard	XLVI		3
Account of labor performed to be reported by the master workmen	XLVII		2
Account of materials used to be reported by the master workmen	XLVII		6
The commanding marine officer at a yard will report the disposition of his force to the commandant	LI		3
Official communications by marine officers at yards	LI		9

INDEX—Continued.

	Chapter.	Sec.	Art.
Report—Continued.			
When a deficiency in a complement of marines is supplied by the force at a yard, report to be made to the commandant of the corps	LI		10
Officers of marines to assist in preparing reports	LI		16
Of the apprehension of a deserter from the marine corps.	LI		19
Of delinquent vessels in a convoy	LIII		
Requisitions. (See *Approval of requisitions.*)			
Approval of requisitions by the commander of a fleet	VI		8
To be made to the commander of a vessel, of a division, or in chief	VII		2
Examination of requisitions by the commander of a vessel.	IX	4	3
In making or approving requisitions allowances not to be exceeded	IX	4	4
By paymaster	XXI		1
Approval of requisitions for money by a paymaster	XXI		2
By a paymaster requiring the approval of the commanding officer	XXI		3
By recruiting officers	XXXIII		16
Definition of the approval of a requisition, such approval to have the force of an order	XXXVIII		1
Purchases by an agent of the Navy Department, upon	XXXVIII		2
Duties of the officer who shall receipt for articles purchased by an agent	XXXVIII		3
An officer relinquishing a command will, if possible, see that all bills are settled the requisitions for which were signed by him	XXXVIII		9
By the commander of a station	XL		2
At navy yards	XLI		28
For timber at navy yards	XLIV		4
By the naval constructor	XLIV		8
By the civil or constructing engineer	XLV		9
By the paymaster at a navy yard	XLVIII		4
By a storekeeper	XLIX		3
The storekeeper to deliver no articles for other purposes than those for which appropriated, except on	XLIX		6
Storekeeper will issue no article except on a requisition, except	XLIX		7
Articles to vessels in commission to be delivered on requisition only	XLIX		8
Receipts for articles delivered to be written on the requisitions themselves	XLIX		9
Articles may be used when not of the form, dimensions, or quality specified in the requisitions, except	XLIX		13
Purchases by the navy agent to be made upon	LII		1
By a navy agent	LII		7
Residence.			
Upon detachment from duty, officers will inform the department of their residence and of any change thereof.	III		29
Resignation.			
The paymaster to be informed of the resignation of any person attached to a vessel	XXI		11
Respect.			
To superiors enjoined	III		2
An officer suffering under oppression from or observing misconduct in a superior is not to fail in respect to such superior	III		3
To chaplain enjoined	XXII		1

INDEX—Continued.

	Chapter.	Sec.	Art.
Responsibility.			
The responsibility of the commander of a vessel to commence as soon as he has assumed the command	IX	1	7
The responsibility of the officer of the watch not relieved by the presence on deck of the commander or executive officer	XI		14
Of the boatswain, gunner, carpenter, and sailmaker in regard to articles in actual use	XVI.	1	2
Of the civil and constructing engineer	XLV		11
The navy storekeeper to be responsible for the shipment of all stores under his charge	XLIX		14
Returns			
Monthly returns of the commander of a fleet or squadron of the condition, &c., of the vessels under his command	VI		20
To be made to the commander of a vessel, of a division, or in chief	VII		2
Commanders of vessels to make quarterly returns of the state of the crew	IX	1	15
By the chief engineer	XVII		6
By officers of the medical corps	XVIII		1
By officers of the marine corps	XXVIII		25
Mention to be made in the report of the re-enlistment of persons holding honorable discharges of the vessels from which they received such discharges	XXXIV		9
Persons discharged at their own request, before expiration of service, not entitled to honorable discharges	XXXIV		12
The commanding officer of a navy yard will see that returns are duly made	XLI		5
By the naval constructor	XLIV		4
Same	XLIV		9
By the navy storekeeper	XLIX		16
Of marines transferred from one station to another	LI		15
Officers of marines to assist in preparing returns	LI		16
Monthly returns by a navy agent	LII		9
Reviews.			
Of marines to be the same as those established for the army	LI		14
Revolutions of the engine			
Record of the same	XVII		5
Rigging.			
Masts must not be strained in setting up	IX	4	11
The master will see that the rigging is in good order	XIII		11
The boatswain will examine the rigging daily	XVI.	2	2
In preparing for battle, the boatswain will make preparation to repair	XVI.	2	4
Disposal of the rigging when a vessel is paid off	XVI.	2	5
The gunner will have charge of the lower and mainyard	XVI.	3	2
Riot.			
Any commission or warrant officer may command in case of riot	II.		8
Any person refusing obedience in case of riot shall be punished	II.		
Roll. (See *Muster book or roll.*)			
Rolls, approval of. (See *Approval of rolls.*)			
Sail.			
No vessel is to lower her sails to a foreign vessel, unless	V.		
The master will see that the sails are at all times in good order	XIII		

INDEX—Continued.

	Chapter.	Sec.	Art.
Sail—Continued.			
The sailmaker will examine the sails when they are received on board, and report	XVI.	5	1
He will see that the sails are dry	XVI.	5	2
He will see that the sails are tallied and stowed away	XVI.	5	3
He will inspect sails frequently	XVI.	5	4
When sails are landed	XVI.	5	5
Sailmaker.			
Restricted in his right to command	II.		3
A vacancy in the grade of sailmaker, how filled	IV		7
Qualifications required for the appointment of a	IV		18
He will report twice each day to the executive officer	XI		5
He and the yeoman will examine all articles and stores in his department, and report	XVI.	1	1
His responsibility in regard to articles not in actual use	XVI.	1	2
He will conform to dimensions of articles as prescribed	XVI.	1	3
Surveys upon stores injured, &c	XVI.	1	4
He will be watchful and report neglect or misconduct in the yeoman	XVI.	1	5
His duties when a ship is about to be dismantled	XVI.	1	6
Reports to executive officer	XVI.	1	7
He will examine sails when received on board	XVI.	5	1
He will see that sails are dry	XVI.	5	2
He will keep sails tallied and stowed away	XVI.	5	3
He will inspect sails	XVI.	5	4
When sails are landed	XVI.	5	5
The yeoman will receipt for and be responsible for the stores in his department	XXV		1
Sailors. (See *Distressed American sailors*)			
Sale.			
Of clothing by the men, prohibited	IX	1	16
Of stores at navy yards	XLI.		13
By a navy agent	LII.		4
Salute.			
To the President	V.		1
To the same when he passes near a vessel of the navy	V.		2
To the Vice President	V.		3
To a foreign sovereign or chief magistrate	V.		6
To the Secretary of the Navy	V.		7
To a cabinet officer	V.		7
To a justice of the Supreme Court	V.		7
To a governor of a State	V.		7
To a flag-officer	V.		15
No officer other than a flag-officer to be saluted, except	V.		16
To a captain	V.		16
To a commander	V.		16
To a lieutenant commanding	V.		16
To the commander of a fleet, division, or squadron, on hoisting his flag	V.		17
When a vessel first joins a squadron or after a separation of not less than twelve months	V.		17
Not to be fired in the presence of a senior, except it be given to such senior	V.		19
When fleets, squadrons, or divisions meet	V.		20
When an officer is saluted by more than one vessel	V.		21
On the 4th of July and 22d of February	V.		22
When a salute is fired in celebration of any anniversary in a foreign port	V.		23

INDEX—Continued.

	Chapter	Sec.	Art.
Salute—Continued.			
When a salute is fired to a foreign diplomatic person, his national ensign is to be hoisted at the fore	V.		27
To the diplomatic corps	V.		27
To diplomatic persons, limited	V.		27
No salute to be fired to a fort, city, or castle of the United States	V.		28
To a foreign vessel of war in a port of the United States	V.		29
To a foreign port	V.		31
To a foreign vessel in a foreign port	V.		32
In celebration of a foreign anniversary in a foreign port	V.		33
Foreign naval or military officers to receive the same salutes as officers of the United States of the same rank	V.		34
On entering a foreign port the commander will ascertain the customary salutes and conform thereto	V.		35
To foreigners of distinction	V.		36
No vessel will fire a salute of a greater number of guns than she mounts, except	V.		37
No vessel carrying five guns or less to salute, except	V.		38
No surveying vessel ever to salute	V.		38
When a commanding officer is buried	V.		41
In boats	V.		50
When an anniversary happens on a Sunday, salute to be fired next day	V.		65
When a vessel joins a squadron on Sunday	V.		66
Sanction.			
The sanction of the department required before alteration in vessels be made	III		10
Schoolmaster.			
The boys to be berthed under the charge of the	XXVII		7
Schooner.			
Sea service of midshipmen in schooner, prior to promotion, limited to not over 12 months	IV		30
Scrubbing ship.			
Scrubbing outside of ship at sea not to be done unnecessarily	IX	3	28
Scrutiny.			
Of articles passing in and out of a navy yard	XLI		32
Sealed orders.			
An officer in command of a fleet, squadron or vessel, having sealed orders and meeting a superior in command will make the fact known to him	III		
An officer, as above, is not to be diverted from his intended course unless the public service renders it absolutely necessary	III		
Sea duty.			
A surgeon, who has precedence with a commander, not to be detailed for duty except in vessels of 1st and 2d rates	II		12
Seamen.			
One seaman to be borne as supernumerary in a flag ship of commander-in-chief	I		8
One additional seaman to be borne as supernumerary when a captain of the fleet is embarked	I		8
How a deficiency of seamen is to be supplied	I		9
Vessel not to be detained if deficiency of seamen does not exceed one quarter of her allowance, provided	I		9
Distressed American seamen	I		13

INDEX—Continued.

	Chapter.	Sec.	Art.
Seaman—Continued.			
A part of the personnel of the navy	II		1
Discharge of a seaman without the United States	III		20
If so discharged, and at his own request, to have no claim on consul	III		21
Funeral honors to a seaman	V		44
Vacancies among seamen, how filled	IX	1	36
Age and qualifications of seamen for enlistment	XXXIII		3
Honorable discharge to a	XXXIV		1
A seaman who receives an honorable discharge will be entitled to three months' pay on re-enlistment	XXXIV		3
The same to be considered honorable discharge money	XXXIV		4
A seaman discharged at his own request not entitled to an honorable discharge	XXXIV		12
Sea pay.			
Officers serving in receiving ships to receive sea pay	XXXV		14
Sea service.			
Paymasters of 6 years sea and 12 total service, not to be ordered to vessels of 3d and 4th rates	I		3
Of a lieutenant for promotion to be three years, exclusive of Coast Survey	IV		22
Of a commander for promotion	IV		23
Of midshipmen in a schooner prior to promotion	IV		30
Defined	IV		35
Service in a receiving vessel not considered	XXXV		14
Second.			
An officer invited to act as second at a duel will endeavor to effect a reconciliation, and if unsuccessful will report to his superior	III		37
Second assistant engineer. (See *Assistant engineer.*)			
Restricted in his right to command	II		3
Precedence of	II		16
To have rank and command in his own corps according to date of warrant	II		22
To conform to police regulations	II		22
Qualifications required for the promotion of	IV		33
Second class firemen.			
A part of the personnel of the navy	II		1
Second lieutenant.			
A second lieutenant of marines to be received as a passed midshipman	V		22
Second master.			
Order in which those second masters stand, in regard to general military command, who are in the line of promotion	II		2
Qualifications required. To be examined in seamanship, navigation and mathematics	IV		19
Sea service and testimonials required before he can receive a warrant	IV		20
Promotion of a	IV		24
Secretary.			
The secretary of the commander of a fleet or squadron to be borne as supernumerary	I		3
Funeral honors to a	V		42
Secretary of the Navy. (See *Navy Department.*)			
He will establish the complements of vessels not embraced in table of complements	I		12
Complaints and charges to be made to the	III		3

INDEX—Continued.

	Chapter.	Sec.	Art.
Secretary of the Navy—Continued.			
Discharge of enlisted men without the United States to be by order of the Secretary of the Navy only	III		20
An officer, in command on foreign service, promoted to a higher rank, not to be removed from his command except by an order of the	III		39
Military honors to the	V		7
Within the United States the Secretary of the Navy only can grant leave of absence for over a week	XXXII		2
The Secretary only can place an officer on furlough	XXXII		6
Communications that are to be addressed to the Secretary of the Navy	XXXVII		1
When the same communication is made to the Secretary of the Navy and a bureau, the writer shall so state	XXXVII		3
In cases of doubt as to the proper address, communications will be directed to the	XXXVII		4
Regulation of the apartments of officers in ships	XXXIX		5
Same	XXXIX		6
Secretary to a commander of a squadron.			
He is an appointed officer	II		9
Precedence	II		15
Precedence with each other and with clerks	II		17
May be appointed or discharged by the person who is entitled to one	IV		15
Secret orders.			
An officer in command of a fleet, squadron, or vessel, having secret orders and meeting a superior in command, will make the fact known to him	III		9
An officer as above, is not to be diverted from his intended course, unless the public service renders it absolutely necessary	III		9
To be carefully preserved or destroyed	IX	2	25
Security.			
To be taken for stores appropriated to private use	III		12
Seditious conduct.			
In dealing with intoxicated persons, officers will be careful not to give them an opportunity to be guilty of	III		42
Senior.			
Officer meeting one junior to him having secret orders or instructions, will not interfere with him unless the public service absolutely requires it	III		9
Public stores not to be appropriated to private use except by consent of the senior officer present in command	III		12
The commander of a fleet, division, or squadron, on hoisting his flag in the presence of a senior, will salute first and receive a return salute	V		17
No salute to be fired in the presence of a senior without his consent, unless it be to salute such	V		19
When fleets, divisions, or squadrons meet, the senior only will salute	V		20
During the absence of the commander of a squadron, the senior officer will issue orders	V		63
If the captain of the fleet or the principal aid is the senior officer present during the absence of the commander-in-chief, he will command	V		64
One of the three, or one of the two senior officers, to be at all times on board	IX	2	1

INDEX—Continued.

	Chapter.	Sec.	Art.
Senior—Continued.			
In case of cutting, parting, or slipping a cable, the senior officer present will use every exertion to recover it..	IX.....	4	6
Senior captain.			
Funeral honors.....	V.....	.....	47
Senior lieutenant of a navy yard.			
His duties and responsibilities.....	XLIII. ..	.....	1
During his absence the lieutenant next in rank will perform his duties.....	XLIII. ..	.....	3
Sentence.			
Discharge of a man without the United States by sentence of a court-martial.....	III.....	.....	20
Sentinel.			
Marines not on guard or on duty as sentinel, to be subject to orders of sea officers	XXVIII ..	.....	14
On the spar deck may receive special orders from the officer of the deck.....	XXVIII ..	.....	15
Report of the misconduct of a marine on duty as a.....	XXVIII ..	.....	16
Commanding marine officer at a navy yard to post.....	II.	.....	3
Offences by sentinels on post	II.	.....	11
Separation.			
In case of separation from a fleet or squadron, the commander of a vessel must explain the cause satisfactorily	IX.....	1	31
Vigilance to prevent separation of a convoy	LIII.	.....	4
Of a convoy to be prevented.....	LIII.	.....	5
Service. (See *Department, particular service, public service, sea service, special service, table of complements.*			
If an officer diverts another from any service upon which he was ordered by a common superior.....	III.....	.....	6
Discharge of an enlisted man on a foreign station on account of expiration of term of.....	III.....	.....	21
Survey on persons found unfit for service.....	III.....	.....	22
No officer on leave of absence or furlough, to be ordered on service, except	IV.....	.....	1
A vessel ordered on service with less than her complement of officers	IV.....	.....	2
Officers appointed to shore stations or receiving vessels, will be continued three years, except.....	IV.....	.....	41
Officers to be detailed for service by the officer of detail.	XXIX. ..	.....	1
When a vessel is ordered for service a list of officers to be prepared	XXIX...	.....	3
Of officers to be equalized.....	XXIX...	.....	4
Record of the service of each officer to be kept by the officer of detail.....	XXIX...	.....	5
Approval of a bill for services rendered	XXXVIII	.....	7
Service, public. (See *Public service.*)			
Shackle and shackle pin.			
The master will see that the shackles can be readily removed	XIII	.....	10
Sheath knives.			
Strictly forbidden	III.....	.....	47
Shipment of stores.			
The navy storekeeper to have charge of the shipment of stores.....	XLIX...	.....	14
The bill of lading to specify *precise place* of delivery, and price of freight.....	XLIX ...	.....	14
Ships of the line.			
Classed as 1st rates.....	I.....	.....	1

INDEX—Continued.

	Chapter.	Sec.	Art.
Ships of the line—Continued.			
Executive officer of a ship of the line	I		6
Apartments of officers in a ship of the line with three decks and a poop cabin	XXXIX		1
Shipping articles.			
Blank shipping articles to be supplied to all vessels by commandant of yard or station	I		11
The law regulating enlistments to be printed on the back of the shipping articles	XXXIII		9
Both to be read to recruits before they sign	XXXIII		9
Each vessel to have a set of shipping articles	XXXIII		18
Ships.			
Rates and complements of ships for regulating commands and pay of paymasters	I		1
Ship's corporal.			
The ship's corporal to examine boats alongside	XXIV		2
The ship's corporal to be subordinate to and assist the master-at-arms	XXIV		5
Ship's steward.			
To be rated on the nomination of the paymaster	IV		12
The paymaster to nominate the ship's steward	XXI		15
Shipwreck.			
In case of shipwreck, officers will remain by the ship as long as possible, and save all they can, particularly certain books and papers	IX	2	24
In case of shipwreck, captain and crew to return to their station or the United States	IX	2	27
If shipwrecked within the United States, they will return to the nearest navy yard or station	IX	2	28
Shoal.			
Duty of the master when approaching shoals	XIII		13
Shore duty.			
A party of over 19 men on shore or other duty to be commanded by a lieutenant or master	III		44
Detachments of sailors and marines on shore duty, military command	XXVIII		18
Same	XXVIII		19
Shot plug.			
The carpenter to keep on hand shot plugs for shot holes.	XVI	4	5
Shrouds.			
How lower and topmast shrouds are to be set up	IX	4	12
Sick. (See *Invalids.*)			
Attention to the comfort of the sick	IX	3	17
Daily report of the state of the sick	IX	3	18
Comfort of the sick; duties of fleet surgeons	XVIII		3
Hospital stores instead of rations to sick	XIX		6
Persons to assist in preparing food for the sick	XIX		11
Sent to hospital	XIX		14
Left in hospital	XIX		20
Report of sick in hospital convalescent	XIX		20
The captain to attend to the requests of sick persons	XXII		4
Medical attendance of an officer on duty sick at a place where there is no medical officer of the navy	XXXI		6
Passage of officers returning from foreign service sick	XXXI		7
Sickness. (See *Disease.*)			
A vacancy occasioned by the sickness of an officer; how filled	IV		6
Signal.			
The captain of the fleet to keep a register of all signals	VIII		8

INDEX—Continued.

	Chapter.	Sec.	Art.
Signal—Continued.			
All signal books to be delivered by a commanding officer to his successor	IX	1	24
All signals to be carefully preserved or destroyed	IX	2	25
In case of capture, all signals to be destroyed	IX	2	29
The officer of the watch will inform the captain of all signals	XII	2	3
The officer of the watch will direct a lookout for signals	XII	2	5
He will make no signal, except	XII	2	6
He will inform his relief of all unexecuted signals	XII	2	7
The master to have charge of all signals	XIII		17
The commander of a convoy to prepare signals and directions	LIII		1
Vessels under convoy to be selected to repeat signals	LIII		5
Disobedience of signals by a vessel under convoy	LIII		7
Same	LIII		8
Signature.			
An officer doing the duty of a higher rank, by appointment by proper authority, will annex his acting rank to his signature	III		8
An officer doing such duty by order only, will not annex his acting rank to his signature	III		8
Officers will affix their official rank to their official signature	XXXVII		11
Skeleton chart.			
All vessels to be furnished with a skeleton chart of their cruising ground	XIII		25
Slaves.			
Slaves not to be employed at navy yards, except	XLI		14
Sleeping apartments. (See *Apartment.*)			
Sleeping berths. (See *Apartment.*)			
Slush money.			
Disposition of slush money.	IX	4	9
Small arms.			
The gunner to have charge of small arms	XVI	3	3
Small stores.			
The commanding officer will order in writing such quantities of small stores as may be required	IX	3	12
Issues of small stores	XXI		18
Quarterly reports of the expenditure of small stores	XXI		28
Marines to be furnished with small stores	XXVIII		8
Small vessels.			
Vessels and steamers of 4th class	I		1
Smoking.			
Restricted to certain parts of the ship	IX	2	17
No smoking allowed in navy yards, except	XLI		34
Soundings.			
To be taken when the vessel is in less than 21 fathoms water	IX	2	8
In going into port or near shoals, regular soundings to be taken	IX	2	9
To be taken when coming to an anchor	IX	2	11
When approaching land or shoals, or entering a port or harbor, the master to be attentive to soundings	XIII		13
Sovereign, foreign			
M[illegible] honours [illegible] sovereign	V		6
Spare o[illegible]			
[illegible] her spare articles of import- [illegible] places before going to sea	IX	1	42

INDEX—Continued.

	Chapter.	Sec.	Art.
Special orders.			
To marines may be given by the officer of the deck	XXVIII		15
Special service.			
The commander of a fleet or squadron on assuming command will inform himself of the qualifications of those under him, that he may select the best qualified for	VI		1
Specie.			
Freight on	III		40
The paymaster at a navy yard directed to make all payments in specie, or funds of equal value	XLVIII		3
Spirit ration.			
Men to be induced to discontinue spirit ration, provided	IX	3	16
Relinquishment of	XXI		24
Persons in debt may receive money for spirit ration relinquished	XXI		26
Spirit room.			
Precautions when the spirit room is opened; never to be done except in the presence of an officer	IX	2	18
Lights are never to be taken into the	IX	2	19
The master will superintend the stowage of the	XIII		1
The master will have charge of the key of the	XIII		8
Paymaster's stores stowed in the spirit room not to be stowed elsewhere	XXI		8
Spirituous liquors.			
They are not to be taken on board without the permission of the commander	IX	2	20
No spirtuous liquors to be kept in the storeroom without a written order from the commander of the vessel	XXV		2
Spontaneous combustion.			
Precautions against	X.		3
Squadron.			
When sailing in squadron, if course is leading into danger.	IX	3	29
Squadrons meeting.			
Duties of the commanding officers in such cases	III		9
Inferior to show his orders or instructions to the superior.	III		9
Superior not to divert the inferior from his intended course unless the public service renders it imperative.	III		9
In case the inferior has sealed or secret orders	III		9
Squadron, commander of a. (See *Commander of a squadron.*)			
State room.			
No alteration to be made in the state room of vessels, except	IX	2	30
Station. (See *Commandant of a station.*)'			
Transfer of petty officers from one station to another	IV		13
An officer ordered to a shore station to be kept three years, except	IV		41
Letter books to be kept at a	XXXVII		21
Station bills.			
The commander of a vessel will cause station bills to be made out and hung in a conspicuous place	IX	1	11
The senior engineer will prepare and submit the station bills of those in his department	X.		25
The executive officer will take care that they are made out and placed where all persons may have access to them	XI		3
Midshipmen not to be allowed leave of absence unless their station bills are made out	XV.		5
The chief engineer will make out the station bills in his department	XVII		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Signal—Continued.			
All signal books to be delivered by a commanding officer to his successor	IX	1	24
All signals to be carefully preserved or destroyed	IX	2	25
In case of capture, all signals to be destroyed	IX	2	29
The officer of the watch will inform the captain of all signals	XII	2	3
The officer of the watch will direct a lookout for signals	XII	2	5
He will make no signal, except	XII	2	6
He will inform his relief of all unexecuted signals	XII	2	7
The master to have charge of all signals	XIII		17
The commander of a convoy to prepare signals and directions	LIII		1
Vessels under convoy to be selected to repeat signals	LIII		5
Disobedience of signals by a vessel under convoy	LIII		7
Same	LIII		8
Signature.			
An officer doing the duty of a higher rank, by appointment by proper authority, will annex his acting rank to his signature	III		8
An officer doing such duty by order only, will not annex his acting rank to his signature	III		8
Officers will affix their official rank to their official signature	XXXVII		11
Skeleton chart.			
All vessels to be furnished with a skeleton chart of their cruising ground	XIII		25
Slaves.			
Slaves not to be employed at navy yards, except	XLI		14
Sleeping apartments. (See *Apartment.*)			
Sleeping berths. (See *Apartment.*)			
Slush money.			
Disposition of slush money.	IX	4	9
Small arms.			
The gunner to have charge of small arms	XVI	3	3
Small stores.			
The commanding officer will order in writing such quantities of small stores as may be required	IX	3	12
Issues of small stores	XXI		18
Quarterly reports of the expenditure of small stores	XXI		28
Marines to be furnished with small stores	XXVIII		8
Small vessels.			
Vessels and steamers of 4th class	I		1
Smoking.			
Restricted to certain parts of the ship	IX	2	17
No smoking allowed in navy yards, except	XLI		34
Soundings.			
To be taken when the vessel is in less than 21 fathoms water	IX	2	5
In going into port or near shoals, regular soundings to be taken	IX	2	9
To be taken when coming to an anchor	IX	2	11
When approaching land or shoals, or entering a port or harbor, the master to be attentive to soundings	XIII		13
Sovereign, foreign			
Military honors to a foreign sovereign	V		6
Spare articles.			
All spare spars, sails, and other spare articles of importance to be tried in their places before going to sea	IX	1	42

INDEX—Continued.

	Chapter.	Sec.	Art.
Special orders.			
To marines may be given by the officer of the deck	XXVIII		15
Special service.			
The commander of a fleet or squadron on assuming command will inform himself of the qualifications of those under him, that he may select the best qualified for	VI		1
Specie.			
Freight on	III		40
The paymaster at a navy yard directed to make all payments in specie, or funds of equal value	XLVIII		3
Spirit ration.			
Men to be induced to discontinue spirit ration, provided	IX	3	16
Relinquishment of	XXI		24
Persons in debt may receive money for spirit ration relinquished	XXI		26
Spirit room.			
Precautions when the spirit room is opened; never to be done except in the presence of an officer	IX	2	18
Lights are never to be taken into the	IX	2	19
The master will superintend the stowage of the	XIII		1
The master will have charge of the key of the	XIII		8
Paymaster's stores stowed in the spirit room not to be stowed elsewhere	XXI		8
Spirituous liquors.			
They are not to be taken on board without the permission of the commander	IX	2	20
No spirituous liquors to be kept in the storeroom without a written order from the commander of the vessel	XXV		2
Spontaneous combustion.			
Precautions against	X.		3
Squadron.			
When sailing in squadron, if course is leading into danger	IX	3	29
Squadrons meeting.			
Duties of the commanding officers in such cases	III		9
Inferior to show his orders or instructions to the superior	III		9
Superior not to divert the inferior from his intended course unless the public service renders it imperative	III		9
In case the inferior has sealed or secret orders	III		9
Squadron, commander of a. (See *Commander of a squadron.*)			
State room.			
No alteration to be made in the state room of vessels, except	IX	2	30
Station. (See *Commandant of a station.*)'			
Transfer of petty officers from one station to another	IV		13
An officer ordered to a shore station to be kept three years, except	IV		41
Letter books to be kept at a	XXXVII		21
Station bills.			
The commander of a vessel will cause station bills to be made out and hung in a conspicuous place	IX	1	11
The senior engineer will prepare and submit the station bills of those in his department	X.		25
The executive officer will take care that they are made out and placed where all persons may have access to them	XI		3
Midshipmen not to be allowed leave of absence unless their station bills are made out	XV.		5
The chief engineer will make out the station bills in his department	XVII		4

INDEX—Continued.

	Chapter.	Sec.	Art.
Stays.			
Masts not to be strained in setting up	IX	4	11
How lower and topmast stays are to be set up	IX	4	12
Steam.			
Repeated trials to be made to ascertain the best means of using	X.		7
Not to use steam except	X		8
Number of hours a vessel is under steam to be reported	X		9
Steam engine.			
Those candidates for admission into the engineer corps to be preferred who understand the construction and repair of	IV		34
Commanders of steam vessels enjoined to acquaint themselves with the construction of	X.		1
Examination of the steam engine when the vessel arrives in port	X.		14
Repairs of steam engine to be made, if practicable, by engineers, &c., of the vessel	X.		17
Senior engineer to make daily inspection of	X.		26
Reports to be made when the steam engine is working	XVII		17
Steamers.			
Rates of steamers	I.		1
Steam log.			
By whom kept and signed	X.		20
To be handed to commander daily	X.		21
To be transmitted to the Bureau of Construction, &c.	X.		22
Subjects upon which the chief engineer will report and enter in the	XVII		5
Expenditure of coal, stores, &c., to be entered in	XVII		6
Discrepancy in account of coal on hand and expended to be entered in the	XVII		11
Duty of the engineer of the watch in reference to the steam log; remarks	XVII		15
Steam vessel. (See *Commander of a steam vessel; Steamer.*)			
Steerage officers.			
Honors accorded to	V.		51
Apartments of steerage officers in a line-of-battle ship	XXXIX		1
Same in a frigate	XXXIX		2
Sleeping apartments of	XXXIX		7
Choice of apartments of	XXXIX		9
Steering.			
The officer of the watch will see that the ship is properly steered	XII	2	1
He will not alter the ship's course, except	XII	2	4
Steward.			
One officer's steward to be borne as supernumerary in a flag ship	I.		8
A commanding officer may take his steward with him when transferred to another vessel	IX	1	23
Steward, ship's. (See *Ship's steward.*)			
Steward, surgeon's. (See *Surgeon's steward.*)			
Stocks.			
Vessels upon the stocks to be examined	XLIV.		6
Storekeeper. (See *Navy yard; Navy storekeeper.*)			
Requisitions by the storekeeper on the navy agent	XLI.		28
Storeroom.			
The executive officer will have charge of storeroom key	XI		11
The surgeon to be allowed a	XIX		4
The paymaster to have suitable	XXI		6

INDEX—Continued.

	Chapter.	Sec.	Art.
Store room—Continued.			
Regulations respecting lights in store room to be observed by the yeoman	XXV		2
Spirituous liquors, &c., not to be kept in store room, except	XXV		2
For the marines	XXVIII		10
The keys of all store rooms in navy yards to be kept by the storekeeper	XLIX		2
Stores.			
Unnecessary expenditure of stores to be avoided	III		11
All persons held responsible for waste of	III		11
No stores to be appropriated to private use, except in case of distress	III		12
Immediate information to be given to the department when stores are so used	III		12
Security to be taken for stores so used	III		12
Before a fleet sails, reports will be made of the quantities of stores on board	VI		4
Economy enjoined in the use of	VI		5
On the return of a vessel to the United States, all surplus stores to be withdrawn	VI		23
Account of stores when ship is paid off	IX	4	2
In making requisitions for stores allowances not to be exceeded	IX	4	4
Disposition of stores when a vessel is placed in ordinary	IX	4	7
No stores to be landed, except. When about to leave a foreign station all stores to be reshipped, except	IX	4	10
Examination of expenditures, requisitions, and account of	IX	4	5
In the stowage of stores in steam vessels, care must be taken to guard against fire	X.		18
The executive officer to have superintendence of the expenditure of all stores, except	XI		7
The officer of the watch will take account of stores received on board or sent from vessel	XII.	2	10
Examination of stores in the boatswain's, gunner's, carpenter's, and sailmaker's departments	XVI.	1	1
Responsibility in regard to stores not in actual use	XVI.	1	2
Surveys upon stores injured	XVI.	1	4
Any neglect or misconduct in the person in charge of stores to be reported	XVI.	1	5
Disposition of stores when a vessel is about to be dismantled	XVI.	1	6
The chief engineer will see that his stores are sufficient and well stowed away	XVII.		3
Expenditure of stores in the engineer department	XVII.		6
The chief engineer will see that the stores in his department are used to the best advantage	XVII.		9
The surgeon will have charge of medical stores	XIX.		1
The surgeon will conform to allowances of medical stores	XIX.		2
Hospital stores instead of rations to the sick	XIX.		6
Return of medical stores when ship is placed in ordinary	XIX.		18
Paymaster to have suitable store rooms for his	XXI.		6
No paymaster's stores to be sent from vessel without authority	XXI.		7
No stores stowed in spirit room or hold to be stowed elsewhere	XXI.		8
Of improper quality in the paymaster's department to be reported	XXI.		9
Packed in bales, packages, or casks, how opened and examined	XXI.		20

INDEX—Continued.

	Chapter.	Sec.	Art.
Stores—Continued.			
The yeoman to be responsible for the stores in the boatswain's, gunner's, carpenter's, and sailmaker's departments	XXV		1
Account of stores by the yeoman	XXV		3
Part of the yeoman's pay to be retained until the stores in his charge have been found correct	XXV		7
Not to be thrown overboard, except	XXXVI		8
Survey when an officer in charge of stores shall die	XXXVI		9
Sale of stores at navy yards	XLI		13
Stores of a vessel transferred to the commanding officer of a navy yard	XLI		37
Bills of lading must specify the place where stores are to be delivered and the rate of freight to be paid	XLIX		14
Stores, public. (See *Public stores.*)			
Stowage.			
Of stores in a steam vessel	X		18
The master to superintend the	XIII		1
Oldest provisions to be stowed so as to be used first	XIII		2
Entries to be made in the log-book in regard to	XIII		3
Plans of stowage to be made	XIII		4
Same to be furnished the commander of the vessel	XIII		5
Same to be furnished the commandant of the yard	XIII		6
The commanding officer of a navy yard to see that the commander of a vessel has plans of stowage	XLI		26
Subordination.			
Officers to set those under them an example of	III		2
Subsistence.			
A man discharged on a foreign station, at his own request, to have no claim on consul for	III		21
Suggestions.			
For improvements, by whom, to whom, and how made	VI		22
Sun.			
When the sun sets after 6 o'clock, tattoo to be beat at 9 p. m. and colors hoisted at 8 a. m	III		17
When the sun sets before 6 o'clock, tattoo to be beat at 8 p. m. and colors hoisted at 9 a. m	III		17
Military honors to be paid only between sunrise and sunset	V		48
Sunday.			
Anniversaries falling on a Sunday to be observed the next day	V		65
Vessels joining a squadron on a Sunday, salute to be fired on Monday	V		66
Observance of the Sabbath on board ships	IX	1	43
Divine service on	XXII		2
Sunset.			
Entering gates of navy yards to be closed at	XLI		35
Superintendence.			
The executive officer will have general	XI		2
Objects over which the civil or constructing engineer has	XLV		2
Objects under the superintendence of the chief engineer of a navy yard	XLVI		1
Workmen in workshops, foundries, &c., to be under the superintendence of the chief engineer	XLVI		2
Control and superintendence of the master workmen over those under them	XLVII		3
Superior.			
Command and precedence of officers acting in grades superior to their own	II		7
Respect to superiors enjoined	III		2
To set good example to their inferiors	III		2

INDEX—Continued.

	Chapter.	Sec.	Art.
Superior—Continued.			
Officers suffering under oppression from or observing misconduct in a superior not to fail in respect	III		3
An officer receiving an order contradictory to a previous order from a	III		5
He will report circumstances to such	III		5
An officer diverting another from any duty upon which he was ordered by a common	III		6
An order countermanding the written order of a superior to be given in writing	III		7
No person to exchange duty with another unless authorized by a common	III		8
A superior officer meeting an inferior with sealed or secret orders or instructions will not interfere with him unless the public service renders it absolutely necessary	III		9
An inferior passing a superior will touch his hat; this courtesy to be returned	V		56
Supernumerary.			
Officers in excess of complements to be borne as	I		5
A commander of a fleet or squadron not in command of the vessel in which he is embarked to be borne as	I		7
Persons on a flag ship	I		8
Distressed American sailors may be received on board, on a foreign station, as supernumeraries for pay and rations	I		13
Officer ordered to a ship as supernumerary to take rank and do duty, unless	I		15
Acting appointments to be made when a vacancy exists which cannot be filled by a	IV		3
An officer appointed while on foreign service to act in a higher grade than his own shall afterwards be retained as	IV		5
The marines in a vessel to be entered as part of her complement or as supernumeraries, as the case may be	XXVIII		3
Apartments of supernumerary officers	XXXIX		10
Supplies.			
No person in the navy to receive any gratuity from any person furnishing supplies for the navy	III		16
Supreme Court. (See *Justice of the Supreme Court.*)			
Surgeon (See *Medical corps.*)			
Restricted in right to command	II		3
Passed assistant and assistant surgeons restricted in right to command	II		3
To have precedence with lieutenants	II		12
Surgeons who previous to the adoption of this code took precedence with commanders shall so continue	II		12
To be prepared to relieve wounded, &c	XIX		12
Tourniquets to be distributed prior to an engagement	XIX		13
Sick sent to hospital	XIX		14
Examination of articles in bumboats	XIX		15
Journal of daily practice	XIX		16
Note book	XIX		17
Disposition of journal of daily practice and note book	XVIII		8
Return of the articles in his charge when the vessel is placed in ordinary	XIX		18
Returns and surveys on persons with a view to a pension	XIX		19
Persons left in hospital	XIX		20
Reports on persons in hospital who are convalescent	XIX		21

INDEX—Continued.

	Chapter.	Sec.	Art.
Surgeon—Continued.			
In the absence of surgeon the oldest passed or other assistant surgeon to perform his duties	XX		3
When provisions have to be thrown overboard as detrimental to health	XXXVI		8
Survey of an officer whose health requires that he shall leave a station	XXXVI		10
Survey to ascertain title to a pension	XXXVI		11
Surgeon, assistant. (See *Assistant surgeon.*)			
Surgeon, fleet. (See *Fleet surgeon.*)			
Surgeon, passed assistant. (See *Passed assistant surgeon.*)			
Surgeons who have precedence with commanders shall be ordered to sea in vessels of 1st and 2d rates only, except	II		12
Chaplains and chief engineers who have been commissioned twelve years shall take precedence with surgeons who take precedence with commanders	II		12
He will nominate the surgeon's steward	IV		12
Daily report of the state of the sick	IX	3	18
Men sent to hospital	IX	3	19
He will keep a journal of daily practice	XVIII		6
Disposition of the journal of daily practice and note book	XVIII		8
He will take charge of all medicines	XIX		1
He will conform to regulations and allowances of medicines	XIX		2
Account of receipts and expenditures	XIX		3
He will be allowed a storeroom	XIX		4
He will be attentive to cleanliness and supply of medicines	XIX		5
Hospital stores instead of rations to sick	XIX		6
Daily report to commanding officer	XIX		7
Binnacle list	XIX		8
Infectious diseases	XIX		9
Examination of the men when they join the vessel	XIX		10
Persons to assist in preparing food for sick	XIX		11
Surgeon's steward.			
To be nominated by the surgeon	IV		12
Surgical instruments. (See *Instruments.*)			
Surprise.			
Precautions to be taken to guard against	IX	1	12
Vigilance in defending a convoy from attack or	LIII		4
Surrender.			
In case of surrender to an enemy all signals, secret orders, &c., to be destroyed	IX	2	29
Survey.			
Precedence of officers on	II		20
To be held on a person considered unfit for service	III		22
Report of a survey to be made; to whom	III		23
To ascertain if disability existed prior to enlistment	III		23
A medical survey necessary to enable a commander to leave his command without permission	VI		24
Upon stores injured, &c	XVI	1	4
Upon stores when a ship is about to be dismantled	XVI	1	6
Upon persons unfit for service, and deteriorated articles	XVIII		5
Upon persons with wounds that may entitle to a pension	XIX		19
On articles packed in bales, packages, and casks	XXI		20
Articles condemned by	XXI		21
In case of complaint by the commander of a sea-going vessel of the character of the transfer	XXXV		11
Persons proper to employ on inspections and surveys	XXXVI		1

INDEX—Continued.

	Chapter.	Sec.	Art.
Survey—Continued.			
Applications for surveys to be made in writing; to whom and how made	XXXVI		2
Two commission officers will be selected to survey articles reported defective	XXXVI		3
Surveying officers may call for information upon the subject under consideration	XXXVI		4
How the report of surveying officers shall be made	XXXVI		5
When the surveying officer receives information in relation to articles under survey from the person who has charge of them	XXXVI		6
To ascertain the quantity of articles	XXXVI		7
Or provisions not to be thrown overboard, unless	XXXVI		8
And report to be made when an officer in charge of money shall die, &c	XXXVI		9
On an officer whose health requires that he shall leave a station	XXXVI		10
To ascertain title to a pension	XXXVI		11
Officer ordered on a survey to use attention, fidelity, and impartiality	XXXVI		12
Copies of surveys, how forwarded	XXXVI		13
Quantities to be stated at length, and not in figures	XXXVI		14
Of a vessel to be repaired at a navy yard	XLI		23
And conversion of materials in the master workmen's departments at navy yards	XLVII		4
Upon stores returned from a vessel	XLIX		11
Survey, Coast. (See *Coast Survey.*)			
Surveying vessels.			
Never to fire salutes	V		38
Suspension.			
Of an officer by a commander in-chief	VI		16
In case of suspension the master will sign the log-book and deliver it to his successor; also a copy of the remark book	XIII		26
Survey when an officer in charge of money, stores, &c., is suspended	XXXVI		9
Table of complements. (See *Complements.*)			
To be established by the Navy Department	I.		4
When a vessel may sail without the number of crew specified in her	I.		9
The department may order a vessel to sail with smaller number than those in her	I.		10
The department may modify the table of complements for particular service	I.		10
Promotions may be made by commander to supply deficiency in number allowed by	I.		11
Complements of vessels not embraced in the	I.		12
Tattoo.			
Hours when the tattoo shall be beaten	III		17
All fires and lights, with some exceptions, to be extinguished at	III		18
Ceremonies at the gangway may be dispensed with after tattoo, except	V		52
Term of service.			
Discharge of enlisted men on account of expiration of	III		21
Third assistant engineer (See *Assistant engineer.*)			
Restricted in his right to command	II.		3
Precedence	II.		16

INDEX—Continued.

	Chapter.	Sec.	Art.
Third assistant engineer—Continued.			
To have rank and command in his own corps according to date of warrant	II		22
To conform to police regulations	II		22
Qualifications required for promotion	IV		33
Tier.			
The master will see that the tiers are kept clean	XIII		9
Timber.			
Economy to be practiced and waste prevented in the use of.	XLIV		4
"Defective," "refuse," and "condemned"	XLIV		7
Time-glass.			
The master will examine the time-glasses, and keep them fit for service	XIII		15
Tourniquets.			
To be distributed prior to an engagement	XIX		13
Transfer.			
Of ersons from one vessel to another in the United States.	III		24
Of persons, as above, on a foreign station	III		24
When a person is transferred from a vessel, navy yard, or station, to another, his account to be sent with him	III		25
Of a crew from the receiving ship to a sea-going vessel	IV		12
Rating of petty officers transferred to another station or to a hospital	IV		13
Of an officer by the commander-in-chief	VI		16
When a vessel is transferred to her commander, he will be particular in his examination and reports	IX	1	3
Formal transfer of a vessel to her commander	IX	1	5
Where the vessel is transferred to her commander, he will use every exertion to complete her arrangements.	IX	1	9
The paymaster to be notified of all transfer of persons	XXI		11
The paymaster will be notified when a person is to be transferred	XXI		12
Accounts of men transferred	XXI		14
Mark in the muster-book opposite the name of every person transferred	XXX		2
Of recruits	XXXV		3
To a sea-going vessel	XXXV		10
To a sea-going vessel. Survey if complaint is made of the quality of the draught	XXXV		11
The commander of receiving vessel to select the draught for transfer	XXXV		12
Of a vessel to the commander of a navy yard at the end of a cruise	XLI		37
Of marines from one station to another	LI		15
Transportation.			
An enlisted man on a foreign station, discharged at his own request, to have no claim on consul for	III		21
Of recruits	XXXV		13
Travelling.			
Officers travelling will communicate useful intelligence	III		22
Travelling expenses.			
Of officers	XXXI		1
When vessel returns from a foreign station and is paid off.	XXXI		2
Not allowed to an officer relieved from orders at his own request	XXXI		21
Treasure.			
Shipped as freight. Division of the money shipped as freight	III		40

INDEX—Continued.

	Chapter.	Sec.	Art.
Undocking.			
A vessel	XLIV		11
Unfit for service.			
Persons found	III		22
An enlisted man may be discharged within the United States by the commander of the vessel or station if found	III		23
Uniform.			
To be prescribed by the President	III		31
An officer receiving an acting appointment from the proper authority will wear the uniform of his acting rank	III		8
When an officer performs the duties of a higher rank by *order*, he will not change his	III		8
All officers to appear in uniform when the President visits a vessel of the United States	V		1
Officers to receive a flag officer in	V		8
Military honors to a captain in	V		9
Same to a commander in	V		10
Same to a lieutenant in	V		11
Of the officer of the watch	XII	2	14
Midshipmen will provide themselves with full and undress	XV		1
Locker for the marines	XXVIII		5
Of marines in garrison	LI		18
Unnecessary expenditures.			
All unnecessary expenditure of stores or money to be avoided	III		11
Useful information.			
Officers abroad will communicate	III		32
Vacancy.			
Orders to fill a	IV		2
How vacancies under certain circumstances may be filled	IV		3
Temporary vacancies, occasioned by the absence of officers either by leave, on duty, or on account of sickness, how filled	IV		6
A vacancy in the situation of boatswain, gunner, carpenter, or sailmaker, how filled	IV		7
Vacancies occurring on a foreign station, how to be filled	IV		10
Occasioned by the death or captivity of the commander of a vessel, how filled	IV		11
In case of a vacancy in the grade of fleet surgeon, how to be filled	IV		29
Vacancies among petty officers and seamen, how filled	IX	1	36
Vaccination			
Of men when they join the vessel	XIX		10
Variation of the compass.			
To be reported daily at meridian by the master	XIII		16
Vegetables.			
Issues of	IX	3	15
The cook responsible for the vegetables in his charge	XXVI.		1
Ventilation.			
To be secured on board steam vessels	X.		4
When fires have not been lighted for some time in a steam vessel	X.		28
Vessel. (See *Small vessels.*)			
Rates and complements	I		1
Rates of vessels to be commanded by captains, commanders, and lieutenants	I		

INDEX—Continued.

	Chapter.	Sec.	Art.
Vessel—Continued.			
Certain paymasters not to be ordered to vessels of 3d and 4th rates	I.		3
Certain surgeons not to be ordered to vessels of 3d and 4th rates	II.		12
Deficiencies in the complements of vessels, how supplied	I.		11
Vessels that are not embraced in the table of complements	I.		12
No alteration, &c., to be made without sanction of the department, except	III		10
Such alteration as above to be reported to the proper bureau of the department	III		10
Gambling prohibited in vessels of the navy	III		26
When vessels meet they will follow the motions of the one commanded by the senior officer	III		34
Should a vessel be ordered to sea with a fewer number than her complement, no acting appointment to be made, except	IV		2
Acting appointments and orders to perform duty of a higher grade must state the	IV		9
Transfer of a crew to a sea-going	IV		12
Salute when a vessel joins a squadron	V		18
Limited in saluting to the number of guns they carry	V		37
Carrying five guns or less not to fire salutes, except	V		38
No surveying vessel to fire a salute	V		38
No vessel to lower sails or ensign to a foreign vessel, unless	V		39
No vessel of a fleet to be altered, unless	VI		6
Exercise of the vessels of a fleet	VI		12
Inspection of a	VI		14
Return of a vessel to the United States, surplus stores to be withdrawn, and invalids and persons whose times have expired, to be transferred to her	VI		23
When a vessel belonging to one division is seen avoiding battle by the commander of another division	VII		4
Inspection of the vessels of a division by the commander of a division, and report thereon to the commander-in-chief	VII		5
The commander of a vessel will exercise no control over her until she is transferred to his charge	IX	1	4
Transfer of a vessel to her commander	IX	1	5
When a vessel is transferred to her commander, a statement of her qualities to be furnished him	IX	1	10
Precautions to be taken when approaching a doubtful vessel-of-war at sea	IX	1	12
A commanding officer will leave his successor a report of the qualities of his	IX	1	26
Women not to be taken to sea	IX	1	27
The groundings of the vessel to be entered in the log-book	IX	2	14
Duties of the boatswain, gunner, carpenter, and sailmaker, when a vessel is to be paid off	XVI.	1	
The commanding officer of a navy yard to exercise no authority over a vessel in commission	XLI.		13
Officers and others of a vessel undergoing repairs to assist in equipping her	XLI.		21
Transfer of a vessel to the commandant of a navy yard at the end of a cruise	XLI.		22
Examination of vessels upon the stocks and in ordinary	XLIV		6
Docking a	XLIV		10
Undocking a	XLIV		11
Vessel, commander of a. (See *Commander of a vessel.*)			

INDEX—Continued.

	Chapter.	Sec.	Art.
Vessel in ordinary. (See *Ordinary.*)			
Vexatious charges.			
A person making vexatious charges will be held accountable	III		4
Vice President.			
Military honors to the	V		3
Same to an ex-Vice President	V		5
Vigilance.			
The executive officer will require vigilance from the officer of the deck	XI		8
The officer of the deck will use vigilance in time of war	XII	2	13
His duty if a strange vessel is seen at night	XII	2	13
In defending a convoy from attack or surprise	LIII		4
Visitors.			
No visitors allowed in navy yards after sunset, except	XLI		35
Visits.			
To diplomatic officers and consuls	V		40
Volunteer.			
An officer when a passenger may volunteer in battle	I		16
Wages.			
Rates of wages at navy yards	XLI		3
War.			
Convoys in time of	IX	1	30
Vigilance in time of	XII	2	13
Defence of a convoy	LIII		4
War, councils of. (See *Councils of war. Precedence.*)			
Ward room.			
Honors accorded to ward room officers in coming to or leaving the vessel	V		51
After-hatchway for cabin and ward room officers	V		55
Apartments of ward room officers in a line-of-battle ship	XXXIX		1
Sleeping apartments of ward room officers to be regulated by the Bureau of Construction	XXXIX		7
Warrant.			
Officers part of the personel of the navy	II.		1
Who are entitled to exercise general military command	II.		2
Who are restricted in their right to command	II.		3
Warrant officers to take rank and command according to date and position on register	II.		6
Any warrant officer may command in case of riot or quarrel	II.		8
Any person refusing obedience to a warrant officer in case of riot or quarrel shall be punished	II.		8
Officers of medical, pay, and engineer corps to have rank in their respective corps according to date of commission or warrant	II.		22
No person not holding a warrant to be appointed in the United States to perform the duties of a warrant officer, except	IV		1
No officer holding a warrant to be ordered in the United States to perform the duties of a higher grade than his own, except	IV		1
A vacancy in the complement of warrant officers, how it may be filled	IV		3
An officer appointed while on a foreign station to act in a higher grade than that of his warrant	IV		5
Testimonials required from boatswains, gunners, carpenters and sailmakers before they can receive warrants	IV		18
Sea-service and testimonials required of second masters and master's mates before they can receive warrants	IV		21

INDEX—Continued.

	Chapter.	Sec.	Art.
Warrant—Continued.			
No person to receive an original warrant unless found physically qualified	IV		45
Military honors to warrant officers	V		14
Funeral honors to warrant officers	V		43
Starboard gangway reserved for the commission and warrant officers	V		54
Duty pay of warrant officers	XXXI		5
Warranted master's mates			
Promotion of warranted master's mates and of second masters	IV		24
Washing.			
The men to wash frequently	IX	3	6
Washington.			
Salute on the birth-day of	V		25
Waste.			
To be avoided	III		11
Responsibility for	III		11
Responsibility of the civil or constructing engineer for	XLV		11
Of timber at navy yards to be avoided	XLIV		4
Watch.			
All important orders to the officer of the watch at night to be in writing	III		35
A captain in uniform will be received by the officer of the	V		9
A commander in uniform will be received by the same	V		10
A lieutenant in uniform will be received by the same	V		11
Commission officers below the rank of commander to be received by the same	V		13
Warrant officers to be received by the warrant officer of the	V		14
No officer below the rank of lieutenant to be warrant officer except in certain small vessels. None below the rank of passed midshipman in any case	IX	2	2
No officer other than a lieutenant or passed midshipman to have charge of a watch, except	IX	2	3
Orders to the officer of the watch at night to be written in a night order book	IX	2	22
Boats not to be detained on shore after the setting of the watch, except	IX	3	9
The quarter boats to have a crew assigned them in each	IX	3	27
At the setting of the watch in the evening the executive officer will make his report to the commander of the vessel	XI		6
The executive officer will have charge of the deck at certain times	XI		9
The executive officer will not keep watch, except	XI		13
The executive officer may advise the officer of the	XI		14
The officer of the watch not relieved from responsibility by the presence on deck of the executive officer	XI		14
Duties of the officer of the	XII	2	1
Officer of the watch will sign the log-book	XII	2	2
Information to the captain by the officer of the	XII	2	3
Officer of the watch not to alter ship's course or sails	XII	2	4
Officer of the watch to direct an officer to look out for signals	XII	2	5
He will make no signals, except	XII	2	6
He will inform his relief of all unexecuted orders	XII	2	7
Duty of the officer of the watch when a boat is alongside	XII	2	8

INDEX.—Continued.

	Chapter.	Sec.	Art.
Watch—Continued.			
He will allow no boat to remain alongside without a boat-keeper	XII	2	9
He will take account of stores received on board and sent from the vessel	XII	2	10
He will see that the boats' crews are properly clad	XII	2	11
He will not enter into conversation	XII	2	12
His duty when a strange sail is seen at night during war	XII	2	13
Uniform of the officer of the	XII	2	14
The officer of the watch will show attention to officers and others coming to or leaving the ship	XII	2	15
Duty of the officer of the watch when offences are committed by day or by night	XII	2	16
The officer of the watch will preserve decorum on the quarter deck	XII	2	17
He will sign the log-book	XIII		18
No alteration to be made in the log-book after it is signed, except	XIII		20
The master not required to keep	XIII		24
Engineer	XVII		13
Duty of the engineer of the	XVII		15
Watch bill.			
The executive officer will have the watch bill made out	XI		3
Leave of absence not to be granted to a midshipman, unless his watch bill is made out	XV		5
The chief engineer will make out the watch bill in his department	XVII		4
Water.			
Water not to be drank until it is clear of impurities	IX	3	13
Men not to be placed on an allowance of less than one gallon, except	IX	3	14
A breaker of water to be kept in each quarter boat at sea	XI		22
The master will superintend the stowage of the	XIII		1
The master will prevent waste of water, and report its expenditure daily	XIII		12
Women.			
Not to be taken to sea, except	IX	1	27
Working hours.			
At navy yards	XLI		3
Master workmen to be in the navy yard at the time of commencing work	XLVII		2
Same to give their personal attendance	XLVII		8
Same, or other persons, not to leave the yard during working hours without permission	XLVII		9
The clerk of the yard will receive orders from the commandant respecting the time for mustering the workmen	L		1
Workmen. (See *Laborers. Master workmen. Mechanics.*)			
Employment of mechanics at navy yards	XLI		2
Refusal of a workman to perform duty in a fire company good cause for removal	XLI		8
Distribution of the workmen employed in the navy yard	XLI		31
Discharge of workmen at navy yards	XLIV		3
Report of workmen required by the civil or constructing engineer	XLV		6
On temporary duty in the civil or constructing engineer's department	XLV		12
Selection and employment of operatives by the master workmen	XLVII		

INDEX—Continued.

	Chapter.	Sec.	Art.
Workmen—Continued.			
Muster of workmen at a yard	L.		1
Works for the navy.			
No person in the navy to be interested in or to act as agent or attorney for any contractor on account of	III		16
Wounded.			
Attention to the comfort of the	IX	3	17
Comfort of the wounded, (duties of fleet surgeon.)	XVIII		3
The surgeon to be at all times prepared for the relief of the	XIX		12
Wound.			
Survey on persons with wounds that may entitle to a pension	XIX		19
Writing.			
Orders countermanding written orders of a superior to be given in	III		7
Yard.			
The carpenter to examine yards daily	XVI	4	1
The gunner to have charge of the rigging of the main yard	XVI	3	2
Yeoman.			
When a vessel is paid off or placed in ordinary, the yeoman will furnish a statement of receipts and expenditures in his department	IX	4	2
The yeoman will, with the boatswain, gunner, carpenter, and sailmaker, examine the stores in their departments	XVI	1	1
Any neglect or misconduct on his part to be reported	XVI	1	5
He will receipt and be responsible for stores	XXIV		1
He will take precautions against fire, &c	XXIV		2
His accounts to be according to forms prescribed	XXIV		3
His accounts to be presented to executive officer weekly	XXIV		4
His abstract expense books to be presented to the commanding officer	XXIV		5
His duties when the vessel is paid off or placed in ordinary	XXIV		6
One-quarter of his pay to be retained	XXIV		7
Honorable discharge of a	XXXIV		10
Zeal.			
Enjoined on passed midshipmen	XIV		1

ATTORNEY GENERAL'S OFFICE, *April* 5, 1853.

SIR: I have reflected on the matter submitted to me in your communication of the 22d of March.

By that communication, and the documents submitted, transmitted therewith, it appears that a code of regulations for the government of the naval service, prepared by the late Secretary of the Navy, with the aid and advice of a board of officers convened for that purpose, and approved by the late President of the United States, was, on the 15th February last, by a general order issued by the President as Executive of the United States, ordered to be adopted and observed in the navy, and to be regarded and obeyed as the established rules of the naval service until otherwise ordered by the President, or until modified, altered or repealed by the action of Congress.

I consider and speak of it as a code of regulations, though denominated in the general orders "a system of orders and instructions." The title thus given to it in the general order cannot change the nature of the fact. It is divided into forty-six chapters, filling two hundred and twenty-nine printed pages. It defines, among other things, a multiplicity of crimes and offences, with their punishment, and regulates the method of trial in courts-martial. It prescribes the duties and relative rank of the officers of the navy. In a word, it corresponds in character and contents to the "General Regulations for the Army." Some of the particular articles of the "system" may conflict with acts of Congress, and therefore be questionable on specific grounds of law. Others may be such mere instructions of discipline as to be in themselves free from legal exception. But the main question in the case appertains to the "system," regarded as a whole and as general regulations of the navy; and that question as put by you is, of the constitutional power of the President, or the Secretary of the Navy, acting by his discretion, to adopt and enforce this new code without the authorization of Congress.

The legality of this general order depends on the construction to be given to certain provisions of the Constitution of the United States. By one of these provisions Congress is empowered to "raise and support armies, to provide and maintain a navy, and to make rules for the government and regulation of the land and naval forces.—(Art. 1, sec. 8.)

The "system" before me, it seems to me, is neither more nor less than rules for the government and regulation of the naval forces, that precise thing which the Constitution empowers Congress to make.

It does not, however, pretend or profess to have been enacted by Congress.

Nor can the "system" lay claim to legality by virtue of any power delegated to the President by Congress, even if it be conceded, what might well be questioned, that Congress can delegate to others the power to make a law.

An act of Congress passed the 23d of April, 1800, prescribed rules and regulations for the government of the navy of the United States.

That act has never been repealed, and those regulations are undoubtedly still in force and operation as law.

An act passed the 7th February, 1815, established a board of navy commissioners, and authorized the commissioners to prepare additional regulations, and required these, when approved by the President, to be respected and obeyed until revoked by the same authority, and also to be laid before Congress. A code of regulations was prepared by the navy commissioners thus created, commonly called "The Blue Book," and published for the government of the naval service.

Those regulations cannot justify the present "system," for they were drawn up under special and limited authority expressly granted by Congress.

The act of 1815 provides that the regulations prepared by the commissioners, when approved by the President of the United States, shall be respected and obeyed *until altered and revoked by the same authority.* It has been supposed that this "system of orders" may be sustained under this act as being the previous regulations *altered by the same authority*, namely, that of the President In answer to which it is conclusive to say, that the act of 1815 has been repealed by that of the 31st of August, 1842, with which falls the authority previously vested in the President.

The next material act of Congress is that of 19th May, 1832, which empowered the President to constitute a board of naval officers to be composed of the naval commissioners and two post captains, whose duty it should be, with the aid and assistance of the Attorney General, to prepare a new code of rules and regulations for the naval service, which, when approved by the President and *sanctioned by Congress*, should have the force of law. The present "system" does not pretend to have been prepared and promulgated in accordance with the provisions of this act.

Under the act of 1832, and also under a resolution of the House of Representatives of the 23d May, 1842, two successive codes of regulations were prepared—one under the authority of Mr. Paulding, Secretary of the Navy, and the other by Mr. Upshur, and submitted to Congress; but neither of them was sanctioned by that body, and they remain as historical facts only, and precedents indicating the sense of the government for the time being as to the relative powers of Congress and of the President in this matter.

Congress has not imposed on the President general power to make such a code of laws for the government of the navy. It is not justified by any special provision of law, as we have seen, If, therefore, this "system of orders and instructions" has legality, it must be derived, not from an act of Congress, nor through the power expressly given to Congress by the Constitution to make regulations for the government of the naval forces, but from some other provision of the Constitution.

The very peculiar date of the "general order," which is "Executive of the United States, February 18, 1853," would lead to the supposition that the "system" was intended to have legality in

virtue of the "executive power" vested by the Constitution in the President. A much safer and more plausible ground on which to claim authority for the "general order" would be the power of the President as commander-in-chief of the army and navy of the United States.

I do not think the authority assumed in the "general order" can be justified in either of these ways; and the same arguments, in substance, apply to both parts of the question.

On the letter and theory of the Constitution the President has no separate legislative power. The Constitution has expressly distinguished the two powers, the executive or administrative, and the legislative, one from the other. The President, whether as Executive of the United States or as commander-in-chief of the army and navy, has no legislative power of himself alone, and *except* in his peculiar legislative relation to and conjunction with the two Houses of Congress. But the "system of orders and instructions" is, in my judgment, an act in its nature essentially and emphatically legislative, not executive, and therefore can have no legality, unless and until sanctioned by Congress, either by previous authorization or by subsequent enactment, neither of which grounds of legality does it possess.

In conformity with this idea has been the whole course of legislation from the foundation of the government, by which the exclusive authority of Congress in this matter has been constantly recognized.

The distinction which the Constitution makes between functions legislative and functions executive is a precise one, and its maintenance is vital to the public liberties.

If the President may by a general order legislate on a military or a naval question, so may he on any other, and there is an end of all the barriers of the Constitution.

There is another doctrine of constitutional law which contradicts the assumed authority to make this general order. In this case, a power expressly given to Congress is, by a violent stretch of constructive implication, assumed to be transferred to the President.

It will not answer to say that this is the exceptional case of a power to be exercised provisionally by one branch of the government so long as it lies dormant in the hands of the branch to which it properly belongs; for Congress, whether completely or not is immaterial, at any rate exercised the power and provided regulations for the government of the navy.

Nor would it suffice to say, if it were true, that the new system is only of matters in addition, and not contradicting, to the regulations heretofore passed by Congress and still remaining on the statute-book unrepealed. The President can no more enact a law or a modification of law than he can repeal one.

These conclusions in regard to the present "system" are confirmed by the practice of the government in the analogous case of regulations for the direction of the army. For that branch of the public service there is permanent provision by an act of Congress, passed the 24th of April, 1816, which sanctions the regulations in force at the time under the previous act of 3d of March, 1813, subject to such alteration

as the Secretary of War may adopt, with the approbation of the President. Under this authority it is that the subsisting "regulations for the army" have legal effect.

In illustration of which is the fact that regulations for the army have at different times been submitted to Congress and either adopted or rejected by that body, so as to show that the practice of the government in regard to the army has been the same as in the cognate question of the navy, namely, to recognize the authority of Congress in the premises, and not to assume the subject-matter as within the scope of the executive power of the President.

In the views thus presented it is not intended to say that the President, as commander-in-chief of the land and naval forces, has not some power to issue directions and orders. So has a commodore in command of a squadron, or a general in the field. But such orders and directions, when issued by the President, must be within the range of purely executive or administrative action. Cases may be supposed in which it is not easy to draw the line between what is legislative and what is executive or administrative; and so it is in regard to every such question of the distinction of powers. That possible uncertainty in a given case does not affect the present inquiry, concerning which there seems to me to be no uncertainty whatever.

Among the obvious criteria of the true nature of the so-called "system of orders," which seem to be conclusive as to whether it really is, in constitutional construction, rules for government and regulation, or simply what it professes to be, namely, orders and directions, the following are sufficient to remove all doubt on the subject:

It is, on the face of it, a complete and connected system of rules "for the government of the naval service."

It is true, the question whether a regulation is legislative in its nature or executive and administrative, is not dependent on the length of the regulation or the number of its articles. On the other hand, whether an order be of a single paragraph or of a large volume is not, of itself, decisive of its character. But the length, arrangement, and other conditions of a document may serve as indications, among other things, of the quality of an act, as whether an act of legislation or an act of administration. No definition of the constitutional term *rules* for the *government* and *regulation* can be found or made which will not comprehend this case.

It covers the same plain topics and subjects and is for the same purpose and object as the rules and regulations of 1800, those of 1815, and the successive *projets* drawn up by Mr. Paulding and Mr. Upshur. If the act of 1800 is legislative, then also is the present "system" legislative. On the other hand, if this volume is not, so far as regards the substance, rules for the government of the naval forces, then we have never had any, and the navy has gone on from the beginning to this day without law.

It comprehends and has incorporated within it much of the very matter of the act of Congress of 1800, and therefore is, *pro tanto* at least,

such a regulation, so far as express enactment by Congress can define what is such.

If this document be not regulation, rules for the government of the naval forces, then it is impossible to conceive what would be regulation; no such thing exists; there is nothing to meet the express call of the Constitution, and the constitutional provision on the subject is a dead letter. Whoever denies this to be rule, regulation, is bound, if he would sustain the objection, to show what that other and different thing is which he would admit to be rules for the government and regulation of the naval forces within the provision of the Constitution.

I have characterized the "system of orders and instructions" as a code of laws. It obviously is such in its general framework, in its coordination of parts, and in what may be considered as the superficial aspect of the document. But a scrutiny of the substance and matter of the "system" and of its internal character sustains the *prima facie* appearance of the act.

It is a minor fact in this relation, but not unworthy of note, that the regulations for the government of the naval service expressly enacted by Congress, and which are still the only provisions on the subject having the constitutional forms and qualities of law, are in a great measure absorbed, and yet are nowhere specifically recognized in the "system of orders." To the contrary of which was the course pursued by the Secretary of War, Mr. Poinsett, in promulgating the "regulations for the army," which refer expressly to the rules enacted by Congress for the government of the army, and copy them *in extenso* for the information and guidance of whom it may concern. Instead of which the "system of orders" suppresses all notice of the paramount rules enacted by Congress, or but obscurely alludes to them in two or three phrases of doubtful import. In effect the "system of orders" is what a new act of Congress would be, which should cover the whole ground, adding to and amending by enlargement the previous acts of Cougress, without mention of them by title or other distinct allusion.

A few examples will suffice in proof and illustration of the imputed legislative quality of the "system of orders."

Thus in the first chapter of the "system" we have a classification of the officers of the navy into "sea officers" and "——— officers;" and it proceeds to define their relative ranks in a manner which may or may not be wise and proper, but which is legislation in all its form and substance, as distinctly as any act of Congress in the statute-book. So in the thirty-fifth chapter articles occur on the subject of courts-martial, which are *in pari materia* with the provisions of the act of Congress, and are amendatory of the same as plainly as a new act of Congress could be.

Again, one of the articles in the same chapter changes the whole theory of judicial procedures by forbidding the court to receive evidence of the previous good character and former services of the accused in mitigation of the punishment to be awarded. This provision, which is the more observable when compared with another article which allows evidence to be introduced of previous bad

character, may or may not be wise; it is, at any rate, a very positive act of legislation.

Numerous other examples might be given of specific provisions of the "system of orders" which are, in every essential quality, acts of general legislation, as clearly and emphatically as any part of the subsisting laws enacted by Congress for the government of the navy or the army.

Some *dicta* occur in the books of law which speak of the obligatory character of regulations of this class, and which define, with more or less of precision the limits between what is *regulation*, and so legislative, and what is *order*, and so executive or administrative only.—(See, for example, The United States *vs.* Eleason, 15 Peters, 291–302; De Hart's Courts-Martial, 19.)

But the statute applies the term "rules and regulations" indifferently, as well to rules prescribed by Congress as to the orders of an executive or military officer.—(See act of March 2, 1799, sec. 11.) And there is no judicial or legal authority which changes the elements of the constitutional question submitted to me.

I am of opinion, therefore, that the "system of orders and instructions" under examination, being a code of laws and an act of legislation, and in derogation, as such, of the constitutional powers of Congress, and as the mere act of the President in a matter not within his executive jurisdiction, is destitute of legal validity or effect.

I am, very respectfully,

C. CUSHING.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

C.

NAVAL ACADEMY, ANNAPOLIS, MARYLAND,
June 17, 1858.

SIR: In compliance with your instructions of the 17th of May, the board of officers appointed to witness the examination of acting midshipmen, and to examine into the state of the police discipline and general management of this institution, have performed the duties assigned them.

The board were very favorably impressed with the discipline and good order prevailing throughout the institution, and with the efficient police regulations established by the superintendent for the cleanliness and comfort of the quarters.

The subordination which seems to prevail among the students, not only manifested in their general orderly conduct, but in an exact attention to the forms of naval etiquette, reflect great credit upon the superintendent and all the officers connected with the institution.

The exercises of the great guns, in naval tactics, of the boat guns ashore and afloat, as well as the land artillery and infantry exercises, were conducted with spirit and exactness, which evince careful and effective training.

The classes generally have attained a very creditable proficiency in all the departments of study comprised in the academic course.

The suggestions contained in the reports made by preceding boards of visitors leave the present board but a few points of primary importance which have not been already offered to the consideration of the department.

Before touching upon these, however, we beg leave to express our concurrence in the recommendation of the academic board in July, 1857, to raise the qualifications of candidates for admission to the Academy to a higher standard. If this should be deemed inexpedient on account of the numbers who, from want of means of elementary education, would be excluded from entering the navy, the object may be attained by providing for a preparatory course of study, as recommended by the board of visitors of the same year. Serious embarrassment is now experienced in bringing forward the students of the fourth class, owing to the great inequality which exists in the attainments of the students, and the time consumed in raising the inferior members of the class to anything like a uniform standard.

The board would remark, in this place, that the Academy has suffered from some of its most prominent students leaving before the completion of the course, after acquiring all the information taught, which is not strictly professional.

Presuming that it was never contemplated to educate young men here for any occupation but that of the sea, it would seem just and expedient to require of all pupils of this institution that they should bind themselves to serve in the navy, after graduating, for at least the same period of time that cadets are required to serve in the army.

In view of the tendency of young officers to relax their studies when the restraints of academic discipline have been withdrawn, and the

injury which may arise from this neglect to the service, as well as to individuals, the board recommend that the journals required by the regulations of the Naval Academy, (chap. 8, art. 2,) to be presented by the candidates for final examination, should contain the number of examples of the following observations, taken and worked out by themselves, together with remarks, specified in the annexed list.

In this connexion, the board also recommend that, to secure to the officers that essential part of their education, a knowledge of French and Spanish, competent teachers should be attached to our ships on foreign stations, that the young gentlemen may have the benefit of their services afloat where those languages are in general use, and be examined at their final examination upon the proficiency they have made in those languages, and to be credited accordingly.

The board are of opinion that seamanship, practical navigation, naval gunnery, and naval tactics, are the primary and most important branches of study pursued at this institution, and therefore that too much stress cannot be laid upon their early acquirement. Without a practical knowledge of his profession, however well versed the young officer may be in the purely scientific department of study, he can never become a thoroughly competent officer and skilful seaman. They, therefore, recommend that the practice ship, when not on her annual cruise, should be kept here, that the classes may be familiarized with all the duties of a sailor, and all the equipments of a ship-of-war. Should this suggestion meet the approval of the department, the board would recommend that the crew of the practice ship should be selected with a special view to their qualifications to lead in the exercises and duties of seamen, and in the practical operations of rigging and working ship. None but men of sobriety and steady respectful demeanor will answer the purpose; it will therefore be desirable to hold out every inducement to such men to engage and remain in this service.

No provision exists at present at the Academy for teaching the sword exercise; the board would, therefore, recommend that a competent sword master be employed.

The wooden superstructure over the old barbette battery is unsafe, and should be replaced as soon as possible by one of masonry.

It will be remembered that the magazine is situated in this battery, and contains at all times a sufficient quantity of powder to produce most disastrous effects in case of explosion; the structure should therefore be made as much as possible fire-proof. The vicinity of the laboratory to this battery exposes the delicate and expensive instruments to the constant danger of injury whenever the guns are fired in practice. The board, therefore, beg to renew the recommendation made last year to remove the laboratory to a secure position.

The board having now completed their duties will adjourn *sine die*.

I have the honor to be, very respectfully, your obedient servant,

GEORGE W. STORER,
President of the Board.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

List of additions to the journals.

Latitude by sun's meridian observation, five examples.
Latitude by moon's altitude, five examples.
Latitude by meridian altitude of planet, five examples.
Latitude by double altitude of sun, five examples.
Latitude by one altitude of sun, near moon, five examples.
Latitude artificial horizon on shore, five examples.
Latitude polar star, five examples.
To find time at sea and regulate a watch by sun's altitude, five examples.
To regulate the chronometer, ten examples.
To find longitude by chronometer, two examples.
To find longitude by lunar observations, five examples.
To find variation by compass, five examples.
Sun's azimuth and amplitude, five examples.
Also, the survey and sketch of some harbor entered during the cruise; remarks upon every port visited, describing the best anchorage, its bearings, depth of water, kind of holding ground, the prevailing winds, the best mode of anchoring; the character and position of lights; the facilities for watering and procuring wood and provisions. These remarks to be expressed in grammatical English, neatly written, and to be certified to by the captain.

D.

NAVAL ACADEMY,
Annapolis, Maryland, September 27, 1858.

SIR: I have the honor to forward herewith the report of Commander Craven, of his late cruise in the practice ship Preble.

I am satisfied that all possible pains were bestowed by Commander Craven and his officers on the instruction of the young gentlemen, and that the best results have been secured by their zealous and faithful services.

I am, very respectfully, your obedient servant,
G. S. BLAKE, *Superintendent.*

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., September 20, 1858.

SIR: In obedience to your instructions for my government during the summer's cruise of the "practice ship," dated 21st of June last, I sailed on that day for Hampton Roads, where I anchored on the 23d; and after having received from the Gosport navy yard a few articles necessary for the proper equipment of the ship, I put to sea early on the morning of the 24th of June, and arrived at Cherbourg on the 18th of July; sailed thence on the 20th of the same month,

and arrived at Cadiz on the 3d of August; sailed thence on the 6th, and arrived at Madeira on the 11th; and sailed thence on the 14th of August, and arrived at Norfolk on the 12th of this month.

Owing to the very boisterous weather which commenced almost immediately after our departure from the Chesapeake, and continued during the entire passage to Cherbourg and Cadiz, and the very uncomfortable and wet condition of the ship, and the general disability of the young gentlemen by sea-sickness, much of our time for practice afloat and at the battery exercise was lost; but since leaving Cadiz there have been constant and steady drills, and great pains have been taken to instruct the young gentlemen in every branch of their profession, and I am happy to state the progress made is highly satisfactory.

Immediately after the young gentlemen were embarked they were divided, as usual, into two watches—stationed at the guns, and for getting under way, making sail, &c., &c., and day and night a quarter-watch was always required to be on deck.

Whenever the weather would permit, the watch on deck was exercised from 9 until 10.30 a. m., at reefing and hoisting, loosing and furling, making and taking in sail, &c., &c. From 10 until 11.45 a. m., and from 1 until 3.30, p. m , the watches below regularly attended school for the purpose of studying navigation. The watch on deck, after the morning's exercise aloft, when not otherwise employed, was practiced at knotting, splicing, fitting, rigging, turning in hearts, dead-eyes, &c., &c. In the evening, immediately after supper, there was a divisional or general exercise at quarters, when, besides the drill, the young gentlemen received instruction in practical gunnery; and to familiarize them with the duties and organization of the different divisions, each gun's crew was frequently charged to stations in the master's and powder divisions.

Besides the usual stations as firemen at quarters, there was a separate and well organized "fire bill" arranged, and all hands were frequently exercised as though the ship was actually on fire. So expert had the young gentlemen and crew become at this drill, that upon a sudden and unexpected alarm of fire the young gentlemen would be at their stations as firemen, wreckers, and smothering parties, provided with buckets, wet swabs, axes, &c.; the pumps would be rigged, and a full supply of water could be thrown on any part of the ship in less than five minutes, and all boats would be cleared away and ready for hoisting out in eight minutes.

Since our departure from Cadiz the members of the senior class have been required to take charge, as officers of the deck, from 8 a. m. until 8 p. m., and consequently have attained a confidence and high degree of proficiency in the execution of the ordinary evolutions of tacking and wearing, in making and taking in sail, &c.

In navigation they have been required to avail themselves of every opportunity to obtain the position of the ship by the various methods as taught by Bowditch; and by taking and working out their own observations, they have not only become familiar with the adjustments and use of the sextant, ascertaining the error and rate of the chronometer and variation of the compass, but have, with but few ex-

ceptions, become well qualified to navigate a ship. The members of the third class, generally, have become expert in working out a "day's work" by the different sailings, and in observing and determining the latitude by meridian altitudes, and some of them have attained skill in the adjustment and use of the sextant and the working of chronometer sights.

Towards the end of the cruise the members of the first class were divided into parties of five, and each party in turn required to cut and fit a regular and complete gang of rigging for a topgallant yard; and after they had all finished their work, the best fitted rigging was selected and placed upon the yard, and so "ship-shape" is its appearance, that I have thought proper to have the yard landed, and it is now at the battery, a creditable specimen of the handiwork of the pupils of this school. Although the time at sea had been fully, and I trust profitably occupied in the instruction of the young gentlemen, I had looked forward to our arrival in the Chesapeake as the field where to perform a series of evolutions, which former experience had taught me as being not only the most interesting, but in reality the most useful—especially so to the first class—in the course of my instructions on board ship. I cannot help expressing my regret and disappointment that these anticipations have been blasted by the very unexpected order which I received from Captain Dorwin, on the 15th instant, to proceed without delay with the "Preble" to Annapolis.

The withdrawal of the "practice ship" at this time from the service upon which she was detailed is to be lamented, not only as having marred in a great degree the objects of the cruise, but as having deprived me of the very best means of carrying out, through the coming sessions, a more thorough system of practical instructions in seamanship and gunnery than cannot be so well attained anywhere else as on board ship,

In conclusion, sir, it affords me unusual pleasure to testify to the general good conduct of the young gentlemen intrusted to my care. There are many of them who, I am confident, will become honorable ornaments to the profession.

To the officers of the ship I am under especial obligations for their exertions to aid me in the instructions of the young gentlemen. Lieutenant R. D. Minor was particularly zealous and efficient in exercising the young gentlemen aloft, and Lieutenant C. H. Cushman cannot be too highly commended for his efficiency and constant devotion to the duties assigned him as instructor of navigation.

Herewith I enclose what I believe to be a fair statement of the aptitude and general attention to duties of each one of the young gentlemen embarked; also, a report from Lieutenant Cushman, with abstracts showing the progress made by the acting midshipmen in navigation. By the latter you will perceive at a glance the ground gone over by the two classes, and can better judge of the intense industry with which Mr. Cushman has applied himself to his work.

Very respectfully, sir, your obedient servant,

THOMAS T. CRAVEN,
Commander of Midshipmen.

Captain G. S. BLAKE,
Superintendent Naval Academy, Annapolis, Md.

E.

OBSERVATORY, WASHINGTON, *October* 11, 1858.

SIR: The average time occupied by sailing vessels to all parts, the way to which lies across the equator in the Atlantic, has been considerably shortened since the publication of the last edition of Sailing Directions from this office, which accompany the Wind and Current Charts. This saving of time applies to the voyage to Rio, California, Australia, India, China, and to every other voyage that involves the doubling either of Cape Horn or of the Cape of Good Hope. This saving is to be accounted for by the increasing confidence with which shipmasters continue to regard the results of our investigations concerning winds and currents, and the growing boldness with which they follow the directions given.

All the commercial nations are now co-operating with us in collecting and digesting materials for proper wind and current charts. Many of the contributions made by them are of exceeding value.

As an evidence of the estimation in which the labors of this office concerning navigation and the physics of the sea are held in Europe, I may be excused for mentioning the fact that the rulers of the states whose subjects are generally most interested in commerce and navigation have made, or expressed their desire to make, some acknowledgment to me of the value which they set upon the labors of this office.

France, Russia, Denmark, Belgium and Sardinia, have either offered or asked the consent of this government to confer orders of knighthood or titles of nobility. Norway and Sweden, Holland, Prussia, and Austria, with the republic of Bremen, have either struck medals or voted their great gold medals of science in token of their appreciation of those labors.

And as a mark of still higher appreciation of practical results, Holland, England, and France, the three having the largest interest on the high seas, have each established a bureau upon the plan of this office, especially to co-operate and assist in those observations and researches which have brought the hydrographical labors of the Observatory into such favorable notice.

The bureau established for this purpose in England is called the Meteorological Department of the Board of Trade; Admiral Fitz Roy is at the head of it. There all the log-books kept on board of English ships are returned for discussion by him and his assistants; and in order to encourage British shipmasters in the undertaking, the government loans them certain instruments, and awards premiums and prizes for the best kept abstracts.

At the time that office was established it was estimated by Admiral Beechy that the commercial marine of Great Britain did not afford more than two hundred and fifty shipmasters capable of keeping the abstract log.

The Meteorological Department of the Board of Trade will therefore only permit the best among their merchant captains to make their observations. Here no such selection is made, for every American

sea captain capable of navigating his ship is found capable of making the requisite observations; consequently the number of vessels co-operating with this office is much greater than the number co-operating with that.

The publications issued from the English office are styled the Meteorological Papers of the Board of Trade; they contain much valuable information, and are liberally supplied to this office, without charge, for gratuitous distribution among American navigators.

The same is the case with the Dutch and the Royal Meteorological Institute of Utrecht. Its superintendency is dual. Professor Bays Ballot is in charge of the land observations, and Lieutenant Van Gogh of the sea.

They have made most valuable contributions. They went to work in a masterly manner, and by their discussion and their publications, the voyage from the north of Europe to India has been shortened about 10 per cent. in the average. The works of this office (and they are exceedingly valuable) are also supplied for gratuitous distribution among American shipmasters.

In Holland the observations have been extended from the land to the sea, as recommended by the Brussels conference. The importance of a like extension to the industrial pursuits of this country has been often represented to the department. As a result, that office is enabled to give the shipping in port and the people on shore warning of every gale from twelve to twenty-four hours before it comes upon them.

The French have established their wind and current bureau in the department of marine. It is in charge of Captain de la Marche, a hydrographical engineer of distinguished merit in the imperial navy. It is now in the course of organization, consequently it has yet made no publications, though, by order of the government, the last edition of Sailing Directions published from this office has been translated into French, by Lieutenant Vanéechont, of that service, and it is now in course of publication, as a national work, for the use of the marine of the empire.

The observations under all flags are made according to the plan of the log proposed by the maritime conference of Brussels in 1853.

With this uniformity of plan with standard instruments, and with the hearty co-operation enlisted in this system of research, the dangers of the sea and the time of passage under canvas have both been lessened.

The materials thus collected have enabled this office and that of Utrecht, together, not only to point out those routes across the ocean which united experience has proved to be the best, but to construct "time tables" for them also. By these time tables every sailing vessel will be enabled to know in any part of the voyage how much she is behind time or ahead of time; and the master who uses them will be able to perceive how, when, and where he gained or lost on the way.

In this system of physical research, observations, which in all others are generally so expensive, cost nothing. The system is capable of expansion, and results of high value would flow from it upon the industrial pursuits of the country generally, were it extended landward,

so as to include the great chain of lakes, and bring into play the powers of the magnetic telegraph as a meteorological implement.

On the 4th and 18th of February last I addressed you upon this subject, and beg now to call your attention to the views then expressed. Time and observation confirm me in them.

Volume 1, 8th edition, of Sailing Directions has been printed, and volume 2 is in the hands of the public printer. This work should have been published ere this, but the force of the office available for duty in this department of its labors is so often changed, and has been so much reduced in the last two or three years, as to make the preliminary examination of materials and the requisite discussion very slow work.

Under the Bureau of Ordnance and Hydrography, this is the hydrographical office for the navy. To such an office a chartographer would seem to be indispensable, and yet you will be surprised, no doubt, to learn that there is no person at the Observatory that has any manual experience or skill whatever in the construction of the charts; nor has there been, except now and then, in the case of officers detailed for duty here happening to possess accomplishments in the chart line.

I venture, therefore, to urge upon you the importance of a skilful chartographer as a permanent officer of this establishment; and the necessity for appointing such will appear more obvious to you, no doubt, when it is recollected that in detailing officers for duty at the Observatory no special reference is had to any peculiar fitness for the duties to be performed. All of good standing in the service are held theoretically to be equally well qualified for observatory duty. This is a very good theory, but experience does not permit me to say as much for its practice.

I venture, also, again to call your attention to the astronomical department. In consequence of eye sight destroyed or impaired health of the corps of observers and computers, it has become unable to perform the proper or the necessary amount of work required in this department of our labors.

On the 3d of March last I addressed a letter to the bureau upon this subject. I then suggested and recommended, hoping it would receive your favorable consideration, the creation of a small corps of assistant professors of mathematics. I beg you will consider that letter as a part of this, with an earnest request for its attentive consideration. I append hereunto a copy of that letter.

It has been made by the department the special duty of the Observatory to make a catalogue of the stars. This work was commenced in 1846, and was vigorously prosecuted for a few years and until the astronomical force of the Observatory was found unequal to the task. Though the places of many thousand stars were observed, they remain unreduced to this day for the want of the requisite computing force.

It was the design to penetrate every part of space in the visible heavens with some one or more of our superb telescopes, and to make a record of whatever should be there found, eliminate errors of observation, publish the results, and thus make a contribution to astronomy

that would have a practicable value for all time. It was intended to be a contribution worthy of the age and of the nation.

Catalogues have been made, but no such work as this has ever been attempted. It contemplates nothing short of an inventory of the starry heavens, so far as a splendid set of instruments admirably adapted to the purpose will enable us to make one. This work being carried out, we should enable posterity in the remotest future to reproduce the skies as they appear to us, and to say of a certainty how far the great law of change with us extends to the skies and among the stars.

The work proposed will, when completed, endure as long as the science of astronomy shall be cultivated. Wherever it has a disciple there would this work be known. It is one which is worthy of this nation and I hope you will encourage me and be able to afford the requisite force for its completion. Had our strength never been impaired, nor our force reduced, this work would by this time have been well nigh accomplished.

More room for the proper accommodation and safe keeping of the public property in charge of this office is much needed. Here the charts and instruments of the navy are kept. They are accumulative, and require more and more room. The abstract logs alone require a room to themselves; and there is not a room in the office available for proper chart work.

Estimates and plans for enlarging the present accommodations have been submitted in my former communications, and I beg leave to refer to them with the remark that the business of the office daily suggests the necessity and the advantages of such enlargement.

Respectfully, &c.,

M. F. MAURY,
Superintendent.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

OBSERVATORY, WASHINGTON,
March 3, 1858.

SIR: I beg leave to call your attention, and through you the attention of the department, to the want of force at this office. Its duties are multifarious and important. The frequent changes in the hydrographical department are often embarrassing. A permanent chartographer is a great desideratum.

In the astronomical department a permanent force is almost a necessity. In this department the professors are exclusively employed. This corps, when full, consists of but twelve for the whole navy; of whom four are at the Naval Academy, four here, and one in charge of the Nautical Almanac. Two are afflicted with diseases of the eye, and are unfit for duty. They are on leave, and there is one vacancy.

Costly and useful instruments, instruments that are of importance, are idle for the want of observers. Of these there are but four, while we have six superb instruments, every one of which ought, on every clear night,

to be at work all night. This would require two observers to each, or twelve observers besides computers; of observers and computers together, we have now but five.

The incidental and current business of the office is such as frequently to interrupt with its demands the regular occupations of this little corps. For instance: A commission is sent out to run a boundary line, or to perform any other service requiring nice astronomical determinations. Certain observations have to be made here in connexion with them.

Under these circumstances the astronomical work of the Observatory, especially that which relates to the reduction and publication of the observations, has fallen very much behindhand. These observations, by being kept back, lose much of their value.

I have from time to time felt it my duty to call attention to this subject. But the remedy has been without the reach of the department, for the reason that it had not any available force with which to satisfy this public want.

I beg leave therefore to suggest an increase of the corps of professors by at least six, with authority to fill by temporary appointments the places of such as from time to time may become incapable of performing their duties.

Condidates for these places should be required to pass an examination. They should not be under ——— nor over ——— years of age. Their salary for the first five years should be small—say $1,200 per annum; for the second, $1,500; for the third, $2,000; with a decimal increase of 10 or 15 per cent. thereafter.

I venture this suggestion as to pay because the corps of professors is one requiring a high order of talent; and because I attach great importance to the principle of acknowledging to such men the appreciation on the part of the government of long and faithful services.

I venture to hope that the bureau will advocate, and that the honorble Secretary will recommend, an increase of this valuable corps upon the plan suggested, or such other as to you or him may seem more advisable.

Respectfully, &c.,

M. F. MAURY,
Superintendent.

Captain D. N. INGRAHAM,
Chief of the Bureau of Ordnance and Hydrography.

F.

CAMBRIDGE, *September* 11, 1858.

SIR: I have the honor to submit to the department the following report of the progress and state of the work under my charge.

The large volume of the American Ephemeris and Nautical Almanac, for the year 1860, which was far advanced at the time of the report of last year, has been completed and published. The small volume for the year 1861 has been completed, and the larger volume

for 1861 will probably be finished before the close of this year. Considerable progress has also been made on the volume for the year 1862. There has been a gain of about three months over last year in the time of completing the small volume, and there will be a greater gain in the time of the large volumes for 1861 and for 1862.

In addition to the preparation of the annual volumes, as much labor has been bestowed on the improvement of planetary tables and methods of computation as could be spared without interfering with other departments of the work. One of the most important of the elliptic tables of the planet Mars has been computed by the calculating engine of the Dudley Observatory, at Albany. The computations have been made, and the results printed on lead plates, by the machine. The object has been to ascertain, by a trial that would involve a very small expense, whether this extraordinary instrument could be employed with advantage on the work of preparing the Nautical Almanac. A complete report has not been received from the director of the observatory, who has had charge of these computations, but the result thus far has not been such as to demonstrate to my satisfaction that any considerable portion of the Almanac can be computed more economically by this machine than by the ordinary methods, or that it would be expedient to continue, at present, the trial further than the completion of the tables already begun. At the same time, what has been done may justly be regarded as a wonderful triumph of ingenuity; and the encouragement that it affords to the hope that the immense labor of astronomical calculations may be materially diminished by the aid of machinery would render it in the highest degree desirable that some special provision should be made for improving and fairly testing the powers of this machine, which offers much greater promise of success than any that has yet been tried. Considerable labor has been bestowed on the computations relating to the new planets. Ephemerides of twenty-eight of those that will be in opposition in the year 1859 have been computed, and will be published as a supplement to the volume for the year 1860. It has been thought expedient to carry forward, by such special methods as have been heretofore employed, the work on those asteroids only to which they could be most advantageously applied, and not distribute the whole work until the best and most economical method of prosecuting it could be obtained; for this reason the whole amount of the appropriation for this purpose has not been expended. As many ephemerides have been computed, however, as were originally contemplated in the estimates of Commander Davis, and the part of the work that has been postponed can now be completed without any disadvantage from the delay. A method of computation has been decided upon, and a systematic arrangement of the labor has been adopted, which will be applied in the asteroid supplement to the volume for the year 1861. It is believed that it will not require material modification for many years, and that it will greatly reduce the labor and expense of preparing the asteroid computations, and enable us, with the sum originally estimated for twenty-four planets, to continue the work upon the whole group—now fifty-three.

As fast as the orbits of any of those new planets are determined with sufficient accuracy and the means of the office will allow, perma-

nent tables that will require no change for fifty years will be computed, that will diminish still further the work of preparing their annual ephemerides; and by thus continually reducing the number to which special methods must be applied, we may expect to keep within moderate limits the labor which would otherwise be indefinitely augmented by the continual increase of their numbers.

Professor Peirce has given special attention to the subject of tabulation of the asteroids. He has completed, in an improved form, tables of Egeria, and has nearly completed tables of Astræ, in which very important improvements in the method of computing the perturbations caused by the larger planets have been made.

Generally the work of the office is further advanced than it has been at this time in any previous year; but it is very important that there should be a still greater gain, so that the annual volume may be published almost a year earlier than it has been heretofore. This can be accomplished in a few years, with a small temporary increase in the force at present employed on the computations, without exceeding the limits of the present appropriation.

The general plan devised and adopted by Commander Davis for prosecuting the work of the office has been adhered to, and but few changes have been made in the distribution of the details; and in the contents and arrangement of the volumes, only such alterations as are made necessary by the change in the method for the new planets.

In fact, any important alteration in a work upon the plan of which so much thought has been bestowed, and which seems to have given general satisfaction, even if a theoretical improvement could be introduced, would be more likely to prove injurious than beneficial, by giving to the work a character of instability, and by perplexing the navigator by changes after he has become familiar with the established forms and arrangement. Some few modifications, however, in the part designed especially for the use of astronomers, where they would not be liable to these objections, may be introduced in a future volume with advantage.

The arrangement made with Mr. Blunt for the sale of the work, which begins with the volume for 1860, and by which a sale of eleven thousand copies of the small volume has already been secured, will, I have no doubt, be the means in time of bringing the Almanac into general use, and of greatly promoting its usefulness.

I am, very respectfully, your obedient servant,

JOSEPH WINLOCK.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No. 1.- *Estimate of appropriations for the office of the Secretary of the Navy, required for the service of the fiscal year ending June 30, 1860.*

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
Salary of the Secretary of the Navy, per act of March 3, 1853, 10 Laws, page 212, section 4	$8,000 00		$8,000 00
Salary of chief clerk, per same act, page 211, section 3	2,000 00		2,000 00
Salary of one fourth class clerk, per same act, page 210, section 3	1,800 00		1,800 00
Salary of the same as disbursing clerk, per same act, page 211, section 3	200 00		200 00
Salaries of six third class clerks, per acts of March 3, 1853, Laws 10, page 210, section 3; and April 22, 1854, Laws 10, page 276, section 1	9,600 00		9,600 00
Salaries of four second class clerks, per same acts	5,600 00		5,600 00
Salary of principal messenger, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145	900 00		900 00
Salary of assistant messenger, per same resolution	700 00		700 00
Salary of laborer, per same resolution	600 00		600 00
	29,600 00		29,600 00
Contingent expenses.			
For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items	2,840 00		2,840 00
	32,440 00		32,440 00
FOR THE SOUTHWEST EXECUTIVE BUILDING.			
Salaries of four watchmen, per acts of August 26, 1842, Laws 5, page 524, section 4; September 30, 1850, Laws 9, page 543, section 2; August 31, 1852, Laws 10, page 82, section 1; April 22, 1854, Laws 10, page 276, section 2	2,400 00		2,400 00
Labor, fuel, lights, and miscellaneous items	3,913 00		3,913 00
Total	6,313 00		6,313 00

Estimate of appropriations required for the fiscal year ending June 30, 1860, to pay the commission and warrant officers of the navy, including the engineer corps, not on duty; and also to pay those on duty who are not included in the estimates of the bureau.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
Pay of the navy.			
Pay of officers not on duty	$294,875 00		$346,200 00
Pay of officers on coast survey duty	48,900 00		62,000 00
Pay of officers on light-house duty	27,700 00		26,700 00
Pay of officers on special service	64,750 00		58,300 00
Total	436,225 00		493,200 00

No. 1.—RECAPITULATION.

	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
Office of the Secretary of the Navy—			
Salaries	$29,600 00	.....	$29,600 00
Contingent	2,840 00	.....	2,840 00
Southwest Executive building—			
Salaries	2,400 00	.....	2,400 00
Contingent	3,913 00	.....	3,913 00
Pay of the navy	436,225 00	.....	493,200 00
Total	474,978 00	.....	531,953 00

No. 2.

BUREAU OF YARDS AND DOCKS,
November 22, 1858.

SIR: I have the honor to submit herewith my report, in duplicate, for the past year, with an abstract of the same. I transmit also duplicate and triplicate sets of the estimates from this bureau for the year ending June 30, 1860, the first set having been submitted on the 9th ultimo.

An abstract of the offers which have been received for furnishing supplies coming under the cognizance of this bureau for the year ending June 30, 1858, is also herewith submitted

A list of the contracts made by this bureau is being prepared, and will be submitted as soon as it shall be completed.

I have the honor to be, with great respect, your obedient servant,
JOS. SMITH.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Compendium of the annual report from the Bureau of Yards and Docks for the fiscal year ending June 30, 1860, *showing—*

What has been done at each navy yard in works of improvement and repairs during the past fiscal year, naming the objects completed, and the amount expended thereon; those which have been in progress but not completed, and the aggregate expenditure on the same: as also the amount expended on account of the Bureau of Yards and Docks for contingent at each navy yard.

Detailed remarks upon objects for which estimates are submitted, and the aggregate amount asked for each navy yard.

The same with reference to each of the naval hospitals and the naval asylum.

Also in regard to the magazines and ordnance works at the several stations.

Remarks in relation to the state and condition of the several floating and stone dry docks.

Statement in reference to the number, condition, &c, of the beneficiaries at the naval asylum in Philadelphia, and the expenses of the establishment during the past year.

Remarks upon the policy of reserving lands growing timber suitable for naval purposes, as also in reference to the protection afforded by the agents appointed for that duty.

Report from the Bureau of Yards and Docks, in explanation of the estimates from that bureau, under the head of each navy yard, as to works which have been completed during the past year, those now in progress, and as regards the estimates which are now submitted in detail, for the year ending 30th June, 1860.

PORTSMOUTH, NEW HAMPSHIRE.

The works of improvement which have been completed at this yard during the past fiscal year are: drains, gutters, and paving; dredging in front of dock basin, pitch house, iron fences, lodge for ordinary, and mooring piers for floating dock. These objects have all been completed in a faithful and workmanlike manner, and there has been expended upon them during the fiscal year, for labor, $16,256 05; for materials, $9,922 88—making an aggregate of $26,178 94. The works upon which expenditures have been made, but which are not yet completed, are:

1. *Dock basin.*—Since July 1, 1857, about three hundred lineal feet of wall have been removed, and preparations have been made for relaying. About one-half of the new course of stone required to strengthen the wall has been cut, the pumps and pumping apparatus constructed and in readiness to be put in operation whenever the dock is not in use. Since the repairs of the basin walls were authorized, the floating dock has been in such frequent use that no considerable length of time could be obtained for working on these walls, and consequently this work has necessarily been much delayed. The repairs, however, will be urged forward and completed with all practicable despatch.

2. *Removing ledge.*—Within the year about twenty-five thousand cubic yards of ledge, stone, and earth, have been removed from the hill, and about two acres in surface have been levelled and graded. The materials so removed have been deposited on the flats and low grounds, by which more than an acre of territory has been added to the area of the yard, and made available working ground, which was before useless for government purposes.

3. *Coal house.*—The foundations of this building have been laid and the walls carried up to the second floor. The building is of stone, resting on ledge, and is, so far, most thoroughly and substantially built.

4. *Officers' and muster room.*—The grading at the site for this building is being done by contract, and the delay on the part of the contractor has prevented the commencement of the work. Nearly all the materials have been procured, and the foundations will be commenced as soon as the necessary excavation and grading are completed.

5. *Tank shed.*—Within the year the foundations have been laid, the walls erected, and the roof nearly slated. There remains, to complete the shed, the grading around it, concreting the floor, setting the edge-stone, finishing the roof, and painting. This season the tanks will be securely stored.

6. *Engine house.*—The additional story authorized for the engine

house has not been commenced, because the machinery in the building has been required in constant use for ship and other work, and it must be stopped necessarily while the addition to the building is being made. The materials have been procured, and the work will be done as soon as the machinery can be dispensed with for a few weeks.

7. *Repairs of all kinds.*—The floating dock has been caulked and repaired to a large extent, that it might be in readiness for any emergency. Repairs have also been made on the yard buildings, officers' quarters, bridges, landing stages, platforms, boats, roads, walks, gutters, drains, fences, walls, cranes, crane-scows, derricks, furnaces, forges, stoves, timber and knee dock, slips, and such miscellaneous objects as have been necessary. The amount expended upon these various objects of improvement and repairs is, for labor $49,400 88, and for materials $18,439 12—making an aggregate of $67,840.

There has been expended for contingent the sum of $38,096 91.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects, viz: Removing coffer dam; sewer; extending machine shop; boat-house and carpenter's shop; gas-works; capstans for masting sheers; repairs of floating dock, and for repairs of all kinds, amounting in the aggregate to $105,477.

1. *Removing coffer dam.*—The coffer dam constructed by the contractors for building the dock basin extends beyond the line of the quay wall authorized to be laid, and to connect with the basin walls, and must necessarily be removed before the walls can be commenced. The piles of which this dam are composed are so near the foundation on which the basin rests that it would endanger the basin walls were they to be drawn; it will therefore be necessary to excavate around them, cut them off at the proper depth, and lay the stone walls upon them; after the stone work is laid, filling must be placed to cover the wood, so that the marine worms cannot destroy the pile foundation. This work will be in water at least six feet deep at low tide, and consequently the diving bell, or some other expensive means, must be resorted to. The work is of much importance and the appropriation highly necessary.

2. *Sewer.*—The drainage from the officers' quarters and a large portion of the yard has hitherto deposited itself in the low grounds west of the barracks, and the exhalations arising therefrom in midsummer have been very offensive. In removing the earth and grading the hill it has become necessary to fill this stagnant pool, so that now there is no outlet to the sinks and cellars of the houses. It is therefore proposed to construct a brick sewer for the purpose of draining this part of the yard. The object is an important one, and when completed will add to the health and comfort of those living and working in the vicinity.

3. *Extending machine shop.*—The present machine shop is quite limited in size, most of the heavy tools are in the second story, and much delay and expense are incurred in taking up heavy castings and lowering them again after being finished. It is proposed to extend the building thirty-four feet, and place the heavy tools on the ground

floor; by which arrangement, time and labor will be economised, and the work greatly facilitated.

4. *Boat-house and carpenter's shop.*—The building now occupied by the boat-builders and carpenters is old, the floor timbers and sills rotten, the foundation walls insecure, and the whole unsafe and unsuitable for the purpose. It is proposed to construct a permanent building on the site now occupied for that purpose, arranged with slips, steam-boxes and benches, in a more convenient and appropriate manner, for the use of the workmen as well as the security of the public property contained therein.

5. *Gas-works.*—This yard being unprotected by a wall, and accessible by water at every point, it is important that sufficient light be provided to enable the watchmen to be vigilant in the discharge of their duty. In tempestuous weather, or in the winter months, it is believed that the introduction of gas would be, in point of economy and security of property, for the interest of the government. It is ascertained that in establishments of much less magnitude, gas is preferable, and small corporations have introduced this method of lighting as the most safe, certain and economical.

The estimate embraces the cost of the entire works, including pipes and lanterns.

6. *Capstans for masting shears.*—The capstans which have heretofore been in use in masting ships, are old, rotten and completely worn out, and are now utterly unsafe. It is indispensably necessary that new capstans should be prepared and put in readiness for placing the machinery on board the new sloop-of-war now building.

7. *Repairs of floating docks.*—For the preservation and care of the dock, and to insure its successful operation with the greatest facility and least cost, the following repairs should be made. The end gates require new knees, and packing of felt, to exclude the water during the operation of raising ships; ring bolts for hauling vessels in and out of dock; the dock requires painting; all the pumps to be overhauled and repaired; air ports to be cut for ventilation and preservation of timbers; three additional wicket gates; fitting blocks; covering ways; coppering basin-gate and repairing copper on dock, and new grate bars for boiler furnaces. All these repairs are regarded as of vital importance, and the estimate submitted will provide for them, as well as incidental expenses which may possibly occur.

8. *Repairs of all kinds.*—In the amount estimated under this head is embraced the necessary repairs to the ship-houses, timber-sheds, storehouses, work shops, officers' quarters, bridges, landing stages, boats, scows, roads, walks, gutters, drains, fences, walls, cranes, derricks, furnaces, forges and stoves, timber and knee docks and slips, and all other miscellaneous and incidental repairs which may become necessary during the fiscal year.

BOSTON.

The works of improvement which have been completed during the past year as reported, are machine shop, foundry, &c.; machinery for machine shop; bobbins for rope walk; dredge boats and scows;

reservoir; water closets, and floating stages, and paving. Upon these objects there has been expended during the past fiscal year for labor $54,741 03; and for materials $128,059 49; amounting in the aggregate to $182,800 52.

The works upon which expenditures have been made, but which are not yet completed are:

1. *Cleaning out timber dock.*—The work of cleaning out the timber dock has necessarily been slow, as in addition to its being tide work, the use of the dock for the reception of timber and other purposes, has rendered it impossible to employ more than three scows at a time. It will probably be completed within the present year.

2. *Extending city sewer.*—The work upon this object has been suspended for the purpose of ascertaining if some arrangement could not be made with the city government of Charlestown to relieve the yard entirely of this easement. It having been decided that no such arrangement can be made at this time, the work will be commenced at once and probably completed during the present or early in the next season,

3. *Pile wharf.*—The materials have been procured for the pile wharf, but the use of the machines and apparatus upon works of greater urgency has delayed this work. It is now proposed to defer it until the next season when it will be urged forward with all practicable despatch.

4. *Extension of dry dock.*—This work has been prosecuted with great vigor; about one half of the head of the dock has been removed; the excavation entirely completed, a large portion of the rough stone work laid, and all the new stone work cut and delivered. The culverts will be connected and completed and a portion of the hammered stone set during the present season, and it is confidently expected that the work will be entirely completed during the next season.

5. *Repairs of all kinds.*—The usual necessary annual repairs have been put upon the various buildings, wharves, docks, roads, fences, and other existing works, and for these improvements and repairs there has been expended during the fiscal year the sum of $211,436 35.

There has been expended for contingent during the past year the sum of $52,143 40.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects viz: Machinery for machine shop, foundry, &c.; reservoir and steam pump; pattern shop; grading, paving and draining; coal house for foundry and smithery; rail-tracks and cars; sidewalk on Chelsea street; paving portion of Wapping street; steam fire engine; offices and fences; water closets, and for repairs of all kinds, amounting in the aggregate to $308,450.

1. *Machinery for machine shops, foundry, &c.*—The amount asked for under this head is indispensably necessary, and it is hoped will be amply sufficient to complete and fit up in every particular, and in the most thorough manner, all the departments connected with the two foundries, smithery, boiler shop, and machine shop, as well as the portion of the yard adjacent to the buildings, extending from the central avenue of the yard to the sea-wall on the east and north of the timber dock.

2. *Reservoir and steam pump.*—The reservoir and steam pump are greatly needed to avoid the expense and delay occasioned by hand pumping. The plan proposed is the same as at the New York yard, and it is considered advisable to have it executed in the same manner, that is, by contract with some person engaged in the business who may have a thorough knowledge of the work desired.

3. *Pattern shop.*—The amount asked for this object is necessary to render the establishment complete for the manufacture of marine engines, and other machinery, and it is believed will be sufficient to complete it in all respects.

4. *Grading, paving and draining.*—The paving and drainage of the portion of the yard adjacent to the dry dock is very much in need of repairs throughout, and some considerable changes are required by the extension of the dock: it is therefore proposed to reconstruct the surface water culverts and pave around the dock with block paving.

5. *Coal-house for foundry and smithery.*—This building is much needed, there being no proper accommodations for the storage of coal in the vicinity of these work-shops.

6. *Rail tracks and cars.*—The expense of transporting heavy articles in this yard is very great, and it is believed that much economy in time and labor, may be secured, by constructing lines of rail tracks through the principal avenues. An estimate is therefore submitted for commencing this work.

7. *Sidewalk on Chelsea street.*—This estimate is submitted at the request of the authorities of Charlestown, for a sidewalk on the public street on the westerly side of the yard. Such a walk would be a great convenience to the yard, more than to the city generally, as it would be used principally by the residents in the yard and the employés in passing in and out of the yard at the lower entrance. Were the yard private property, the proprietors would be compelled to make this foot-walk, and it seems but just that the government should contribute its portion towards the expense of a public convenience.

8. *Paving portion of Wapping street.*—The portion of this street which it is proposed to pave, is just at the main entrance to the yard, and is much used for yard purposes. It is in a very dilapidated condition, entirely inadequate to the great and increasing occupation of the same for government purposes, and any improvement in its facilities as a thoroughfare, will be very beneficial to the interests of the yard. The authorities of the city of Charlestown propose to furnish the remaining sum necessary for completing the pavement.

9. *Steam fire-engine.*—The steam fire-engine is considered very desirable on account of its greater efficiency over the hand machinery in case of fire. It is also believed that the expense of keeping the steam apparatus in order would be much less than the amount now expended on hand-engines.

10. *Offices and fences.*—An estimate is submitted for erecting a building for the accommodation of the various offices at the yard. The commandant's office is now in an old building, entirely inadequate in every respect, and is in a dilapidated state.

11. *Water closets.*—This improvement is indispensable for the use of the workmen employed in and around the dry dock.

12. *Repairs of all kinds.*—The amount asked for under this head is such as will be required for the necessary annual repairs of the various storehouses, ship-houses, workshops, timber sheds, offices, officers' quarters, roads, fences, wharves, walls, and other existing improvements.

NEW YORK.

The works of improvement which have been completed at this yard during the past fiscal year are: timber shed, completing engine-house, timber and knee slip, and heating plumber's shop. There has been expended on these objects during the year $11,188 14.

The works upon which expenditures have been made, but which are not yet completed are:

1. *Quay wall.*—But little progress has been made in laying this wall the past season, and the work has not been carried on satisfactorily.

2. *Smithery and extension.*—In this building the muffle-furnace and trip-hammer have been put up; the truss frame for securing the crane has been built and put in place; iron gutters have been procured but are not yet in place. The steam hammer, furnace, boilers, steam pump, blower and appurtenances have been completed and placed in successful operation. Four new forges have also been started, and two additional cranes are in progress.

3. *Foundry, boiler, and machine shop, and machinery.*—The iron foundry has been put in successful operation; three cranes and all the machinery necessary in this building, have been constructed and put in operation. The louvre over the boiler shop has been prepared for the winter; an old engine and boiler and all the machinery to suit present requirements, have been erected in the boiler shop, and the usual work of such a shop has been some time in progress.

Some further conveniences will be needed to complete the establishment.

In the machine shop the wall next the east end of the galleries has been removed and the lower gallery extended, thus providing room for the large planing machine, heavy face lathe, and the new large double headed engine lathe, all of which have been put up on the ground floor and are in operation.

The paint room has been removed from the lower north gallery, a line of shafting extended its whole length, and three small lathes, one planing machine, and one machine for cutting gearing placed on it and put in operation.

4. *Dredging channels.*—This work was continued as usual to the extent of the appropriation. The mud obtained was deposited on the new purchase, and a considerable area of new ground acquired thereby. This is a continuous work.

5. *Storehouse.*—The cellar walls of this building have been built up to the first floor all around, and about three-fourths of the back wall has been carried up to the second floor. The water table is laid and the front area walls half finished. The window frames and floor timbers are prepared, the stone sills, lintels, corner blocks, and a large portion of the bricks and timber have been received from the

contractors, and the work will now be pushed forward as rapidly as possible. To complete it will require $8,000 beyond the sum allotted.

6. *Launching ways.*—This work was commenced in June 1857, and thus far has nearly absorbed the appropriation for two slips, and will require $25,000 to complete it. The work has not been judiciously conducted. Much time and labor were expended in clearing out the old materials, re-driving piles and excavating to the proper depth. The work being under cover, was carried on during the winter, and stone cutters were engaged in preparing the stone. The masons commenced laying the stone in May last and proceeded up to the middle of June, when about 100 feet of the upper south end was advanced far towards completion. The greatest obstacle to the progress of this work is the water, and a large portion of the expense will have been incurred in tearing up the old work outside the ship house. Old cob-work lies immediately under the ways, and in addition to this a pier of cob-work projects some fifty feet into the channel.

This old work must all be removed, and as it is accomplished by means of the diving bell the process is tedious and expensive. In view of the very expensive nature of the work outside the ship house, which necessarily includes a portion of the quay wall, an additional appropriation will be necessary for the completion of this work.

7. *Dry dock.*—Some of the upper courses of stone work at the west end of the caisson, which had been forced out of place, have been relaid. The caisson and turning gates have been scraped and painted, and the dock is now in good working condition.

8. *Filling in new purchase.*—The filling in required for the marine barracks was nearly completed last autumn. From a few borings made with a small auger, it appears the gravel filling has penetrated to the depth of 19 or 20 feet from the surface, or about 7 feet below the original level of the mud, hard bottom being 8 or 9 feet deeper still. The contractor for excavating and piling the foundations for the buildings, has commenced work and is urging it forward rapidly.

9. *Sewer extension.*—This work was finished last summer to the extent proposed. The old sewer was extended out as near to the proposed line of quay wall as advisable, and when that work is commenced the sewer will be simultaneously completed. The appropriation of $60,000 for a sewer from Flushing avenue to the Wallabout, has not been used, for the reason that the law requires the city of Brooklyn to pay one-half of the expense of the sewer which shall be made on said avenue. The city has been frequently notified to join in the work, but up to this time it has declined to do so.

10. *Reservoir.*—The well to supply this building with water was sunk to the depth of 24 feet, most of the distance being through a very hard and solid rock. At this depth, a strong spring of water was tapped, which after careful analysis and measurement was found to supply water of excellent quality at the rate of about 120 gallons per minute. The building was commenced in April and has been carried up to the second floor on which the large iron tank is to rest; the tank is well advanced and the whole structure will probably be completed by the last of September.

11. *Repairs of all kinds.*—The usual annual repairs have been put

upon the various storehouses, work shops, ship houses, officers' quarters and offices, wharves, docks, roads, and fences, and upon these different objects of improvement and repairs, there has been expended during the fiscal year the sum of $380,347 13.

There has been expended for contingent the sum of $63,526 98.

Plans and estimates are submitted for the fiscal year ending 30th June, 1860, for the following objects, viz: brass foundry; boom derrick and foundation; removing and putting up shears; bilge blocks for dry dock; continuation of quay wall; dredging channels and repairing scows; paving and flagging; improving machine shop; heating new store; filling in new purchase; towards timber basin; completing launching ways to ship house E; sky lights to foundry and ventilators to smithery; painting and repairing dry dock; boilers for new boiler house; machinery for machine shop; brass and iron foundries; smithery; saw mill; boiler and pattern shops, and for repairs of all kinds amounting in the aggregate to $319,959 00.

1. *Brass foundry.*—The want of this building has already been seriously felt, and as the work in the yard increases, there will be more urgent demand for it. At present there is no suitable place for making brass castings, and as there are frequent demands for such work, it is highly necessary that a proper foundry should be erected for the purpose.

2. *Boom derricks, and foundation.*—The present derrick is defective, and will require extensive repairs to render it safe for lifting heavy masts, boilers, &c., and it is deemed best to provide one of greater power. The expense attending the use of the floating derrick from New York is very heavy, and besides, its services cannot always be obtained when required.

3. *Removing and putting up shears.*—In case the new boom derrick is authorized, it is proposed to locate it at the site now occupied by the small shears, and to remove these to the end of the long dock west of ship house D. There will then be an abundance of facilities for landing articles of all kinds.

4. *Bilge blocks for dry dock.*—The present blocks have been in pretty constant use since the completion of the dock, and now require to be renewed. It is important that the work should be done as speedily as possible, otherwise the safety of vessels in dock may be hazarded.

5. *Continuation of quay wall.*—This work has been some time in progress, and it is desirable that it should proceed without interruption until completed. It is regarded as one of the most important objects for which estimates are submitted, and to secure economy in its construction liberal appropriations will be required.

6. *Dredging channels and repairing scows.*—It is indispensable that annual appropriations should be made for this object, as the almost constant use of the dredging machine is necessary to maintain a proper depth of water in front of the yard for the large number of naval vessels visiting this station.

7. *Paving and flagging.*—A small amount is required for paving some of the principal roads and for flagging the crossings. This is

an important object, tending to facilitate the transportation of timber and other heavy articles.

8. *Improvement of machine shop.*—The machine shop is quite limited in size, and it is proposed to remove one of the division walls of the building, and add floors over the space between the galleries in the main shop, by which arrangement additional space will be obtained, and the capacity of the shop greatly increased.

9. *Heating new store.*—The large store house now being erected for the use of the Bureau of Provisions and Clothing will soon be completed, and an estimate is submitted for heating this building, as well as for drying bread returned from ships.

10. *Filling in new purchase.*—A large area of this new purchase has already been filled in, and upon a portion of it the foundations of the marine barracks have been commenced, and it is expected that these buildings will be completed during the next year. To promote the health of the marines and others occupying these quarters, as well as to provide additional room for transacting the business of this important station, it is desirable that the whole area of this purchase should be filled in as rapidly as possible. An estimate for continuing this work is therefore submitted, and is considered of much importance.

11. *Towards timber basin.*—That part of the yard formerly appropriated for a timber basin, being wanted for other purposes, has been nearly all filled in, so that, except upon the block, there is no space for the water seasoning of the large quantities of timber that are used at this station. The want of such accommodation is seriously felt, and it is proposed to provide a proper timber basin where the timber may at all times be kept in the water, and convenient when required for use. To this end, an estimate is submitted for commencing the work, and it is hoped that an appropriation for this object will be obtained at an early day.

12. *Completing launching ways to ship house E.*—Appropriations have been made for this object, and considerable progress has been made in the construction; but the original estimate is found inadequate to the completion of the work, and a further estimate is therefore submitted.

13. *Sky-lights to foundry and ventilators to smithery.*—It is found necessary to provide additional light in the new foundry, and to construct additional ventilators for the smithery. The amount required for these objects is small, but much needed to promote the efficiency and comfort of the shops.

14. *Repairing dry dock.*—The amount asked for the dock is for necessary current repairs, and to keep the dock in good working condition.

15. *Boilers for new boiler house.*—An appropriation was made last year for the erection of a new boiler house, and it is proposed to concentrate the boilers in this building so that steam may be generated at one point, and conveyed to the engines in the different shops, thereby reducing the number of fires, and effecting an economy in the attendance. This is a very desirable object.

16. *Machinery for machine shop, foundries, smithery, saw mill, boiler,*

and pattern shops.—Additional cranes are required for the machine shop, and four large forges and cranes are necessary in the smithery to operate the new steam hammer. In the new brass foundry all the necessary apparatus for a complete establishment is to be provided; for the saw mill, one flooring machine, one morticing machine, one scroll saw, and one tenoning machine are much needed; and a new engine is required for the boiler shop to supply the place of an old one now nearly worn out. All the above machinery is highly necessary, and an estimate is submitted for the purchase of the same.

17. *Repairs of all kinds.*—An estimate is submitted for the usual necessary repairs of the various store houses, timber sheds, workshops, ship houses, offices, officers' quarters, wharves, docks, fences, roads, cisterns, and other improvements, and is such as will be required for the proper care and preservation of the public property.

PHILADELPHIA.

The works of improvement which have been completed in this yard during the past fiscal year, are: new steam house, guard house, new offices, extension of smithery, and the addition to engine house. Upon these objects there has been expended during the past year for materials $5,563 51, and for labor $7,537 43, making an aggregate of $13,100 94.

The objects upon which expenditures have been made, but which are not completed, are:

1. *Dredging.*—During the past year about 20,000 cubic yards of mud have been excavated from the bottom of the Delaware river in front of the yard, at the point where the floating dock is operated, and this has been sufficient to maintain a proper depth of water for raising vessels on the dock.

2. *Dry dock.*—The floating dry dock has, from past experience of its efficiency, continued to prove satisfactory. The gradual substitution of iron floats, or tanks, for those of wood, will add much to the durability of the structure; and it is presumed that when all the wooden tanks have been replaced by those of iron, much of the expense for labor and materials annually required for repairs can be dispensed with. Several new floats of iron have been built, and they appear to answer an excellent purpose.

3. *Repairs of all kinds.*—The usual and necessary repairs have been put upon the various work shops, timber sheds, ship houses, wharves, boats, water pipes, gas lamps, floating stages, pavements, &c., and upon these objects of improvement and repairs there has been expended during the fiscal year the sum of $58,418 66.

There has been expended for contingent the sum of $28,720 69.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects, viz: boat shop, extending joiner's shop, dredging channels, repairs of floating dock, and for repairs of all kinds, amounting in the aggregate to $122,997 00.

1. *Boat shop.*—When the shed now in use for a boat and spar shed was built, the operations of the yard were very limited in comparison with the other navy yards, and the building was sufficiently capacious

for all the necessities of the service here for both the purposes to which it is applied; but for the last four or five years the operative force employed, and the amount, as well as the importance of the work performed here, has placed it in every sense of the word, upon the basis of a first class navy yard; and as a consequence the shop or shed in question is found to be entirely too small and inadequate for the workmen employed in both branches, but large enough for either one. It is therefore proposed to erect a new building for a boat shop, and appropriate the old shed to the exclusive use of the sparmakers.

2. *Extending joiner's shop.*—For the same reasons as given for a new boat shop, it is found very desirable to extend the joiner shop. The present building though convenient and comfortable, is entirely too small to accommodate the number of workmen wanted to execute the public work with despatch. An estimate is therefore submitted for enlarging the present building.

3. *Dredging channels.*—The estimate submitted for this object is about the amount annually required for operating the dredge, and making such repairs as may be necessary to the machine and scows. The object is an important one, and necessary to insure the effective operation of the floating dock.

4. *Repairs of floating dock.*—In the estimate submitted for this object amounts are included for the construction of six additional iron floats, and iron floating gates for the entrance to the basin. The gates are indispensably necessary for the safety and protection of the property inside the basin, and they will be greatly needed by the time they can be constructed, as the present wooden floats are much decayed.

5. *Repairs of all kinds.*—The estimate submitted for this object is believed to be such as will be necessary for the usual repairs of the various buildings, docks, roads, and other improvements, having due regard to the public interests.

The area of this yard is so limited that all the workshops and conveniences required cannot be contained in it. It is recommended that an appropriation of $85,000 be made to enlarge it.

WASHINGTON.

The works of improvement which have been completed at this yard during the past fiscal year, are forge shop, muster office, steam, hammer and slotting machines, and conversion of old ordnance to machine shop. These works have been completed for the amounts originally estimated, and there has been expended upon them during the year, for materials, $24,921 17½, and for labor, $24,061 84½, making in the aggregate the sum of $48,983 02.

The objects of improvement which have been in progress during the year, but which are not yet completed, are:

1. *Extension of boiler shop.*—This building is now so far completed as to admit of occupation, and will be finished in a short time; the only work remaining to be done is a small amount of tin roofing for the ventilation.

2. *Steam engine and machinery for ordnance building.*—The expenditures under this head have been for the purchase and repair of tools;

several new lathes and planers have been added to the amount of machinery in this establishment, which is now in good condition. There still remains on hand a sufficient amount to purchase such other machinery as may be required.

3. *Removing shears.*—The present location being found most convenient, a portion of the amount under this head has been expended in giving them a thorough repair, which was much needed, the keels being found quite rotten and unsafe. They are now in good condition.

4. *Dredging channels.*—The dredging machine has been profitably employed in cleaning out the dock in front of the marine railway, and around the wharves and slips; and the machine and scows have been repaired and are now in good working condition. The balance on hand for this object will be sufficient for the next fiscal year.

5. *Pavements, drains, and gutters.*—A large amount of guttering has been laid at different points about the yard, by which the water is carried off rapidly, and the yard is well drained, thereby contributing much to the ease of transporting heavy articles.

6. *Reservoir for water.*—This work had been so far completed as to receive the water last year, and the only expenditure has been a small amount for painting. It is proposed to expend the balance of the appropriation for additional pipes for distributing the water.

7. *Gas pipes and fixtures.*—Nothing has been expended under this head during the past year except a small amount for changing the position of two lamps.

8. *Timber shed.*—A timber shed has been erected for the protection of lumber belonging to improvements of yard.

9. *Grading and filling.*—This appropriation has been usefully expended in filling up low places, and giving a large portion of the surface of the yard a good covering of gravel, improving the roads, and adding greatly to the appearance, comfort, and health of the place. On the east side, near the ship house, in order to make the requisite filling, it became necessary to remove the old board fence and build a wall to retain the earth. This has been done, and that part of the yard is now well secured.

10. *Machinery and tools.*—Under this head great additions and improvements have been made to the machinery in the yard; a very large lathe has been purchased and set up in the erecting shop; two powerful cranes have been built and put up in the same shop, and four others of smaller size provided for the machine shop. A bending machine has been purchased and put in the boiler shop; one of Watts' patent hammers has been procured for the faggotting shop, but has not yet been put in operation. Two planers, four lathes, two slotting and one shaping machine have been purchased, set up, and usefully employed in the machine shop; a large and powerful hydraulic machine for hauling up vessels on the marine railway has been built and placed in position, and will soon be ready for use; the large planer, lathe, and drill presses, which were in the old machine shop, have been removed to the new building, and the shops are now in pretty good condition for the execution of a large amount of work. Additional machinery, however, will be required to render them complete.

11. *Repairs of all kinds.*—During the past year the necessary annual repairs have been put upon the officers' quarters; furnaces, ship houses, storehouses, workshops, foundries, offices, rolling mill, saw-mill, bridges, fences, machinery, wharves, and other miscellaneous objects, most of which are now in fair condition. The amount expended during the year upon these various objects of improvement and repair is: for labor, $86,456 51; for materials, $50,414 10; making an aggregate of $136,870 61.

The amount expended for contingent during the year is $86,430 43.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects, viz: extension of copper-rolling mill, public stables, carriage houses and cart shed, shed for flasks, gas generator and fixtures, quay wall west side of yard, conversion of old machine shop to foundry, machinery and tools and for repairs of all kinds, amounting in the aggregate to $155,932 00.

1. *Extension of copper-rolling mill.*—In the present arrangement the copper-refining furnace occupies a part of the brass foundry, and after the copper is prepared for the mill it has to be carried from the furnace to another building, which is inconvenient and expensive; besides it is deemed best to have all the operations under the charge of the master workman conducted in one building. An estimate is therefore submitted for extending the rolling-mill building to the line of the end of the boiler shop, which will furnish room for the refining furnace, and then all the operations in this department will be performed under the immediate supervision of the master workman.

2. *Public stables.*—The building now occupied for this purpose was formerly the old iron foundry, and is badly arranged, and not well adapted to its present use. It is proposed to erect a new and commodious stable, which shall be well ventilated, and so arranged as to afford ample room for all the purposes under one roof, while they shall be separate and distinct from each other; and with this view the plan submitted has been prepared.

3. *Carriage houses and cart sheds.*—Houses and sheds are much needed for the protection and preservation of the carriages, carts, timber wheels, &c., many of which are now exposed at all times to the weather, much to their injury. The cost of keeping these indispensable articles in proper condition for use is a heavy item of expense, and it is believed that if suitable sheds be erected for their protoction the expense will soon be saved in the reduced cost of repairs.

4. *Sheds for flasks.*—Around the iron foundry a large number of flasks necessarily accumulate. These though useful are very unsightly objects; and as there is no proper place for them, it is proposed to construct a shed for their stowage along the bank wall, in the rear of the foundry, similar to that prepared for coal. A small amount only will be required for this object.

5. *Gas generator and fixtures.*—An estimate is again submitted for an apparatus for generating gas to supply the consumption throughout the yard, by which it is believed a great saving in expense will be effected. The cost of gas at this yard during the past year was nearly equal to the whole expense of lighting the houses and grounds at the Naval Academy, where the number of lights is about four times the

number used in the yard. The gas is manufactured at the academy, and is of a superior quality, and the expense incurred at the two places shows that we are paying an extravagant price at the yard for an inferior article.

6. *Quay wall, west side of the yard.*—The enclosure on the west side of the yard is in a very dilapidated condition, and affords little or no protection to the public property; the water along that front is very shoal, and it is unavailable for landing or shipping articles. An estimate is submitted for building a quay wall along this front, on the proper boundary line, so that a channel may be excavated to enable vessels to land materials on that side of the yard. This would add greatly to the conveniences of the yard; for the wharf front now is so limited that, when two or three public vessels are lying at the yard, there is scarcely room for landing freight from private vessels.

7. *Conversion of old machine shop to foundry.*—A portion of the building in which the iron foundry was located was formerly used as a machine shop for heavy tools, with a pattern loft above. These heavy tools and patterns have been moved into the new shops, and it is now proposed to extend the foundry so as to occupy the whole building for that object. It is proposed to erect an air furnace in this part of the foundry for making castings in which great strength is required.

This furnace is much needed, as the present cupolas are insufficient to furnish a large amount of castings in a short time.

8. *Machinery and tools.*—Under this head is embraced a list of machines and tools necessary to complete the equipment of the several shops; some of them are to supply the places of similar articles which have been worn out, and all under this head are much needed.

9. *Repairs of all kinds.*—For the necessary annual repairs of officers' quarters, furnaces, ship houses, storehouses, workshops, timber sheds, ordnance buildings, foundries, offices, saw and rolling mills, marine railway, roads, bridges, and fences, machinery, water pipes, and other miscellaneous objects, the amount submitted will be required.

NORFOLK.

The works of improvement which have been completed at this yard during the past year are, reservoir for rain water, carpenters' work shop and tools, engines, cranes, scows, &c. The amount expended upon these objects during the fiscal year is, for labor $6,388 98, and for materials $2,564 99, making an aggregate of $8,953 97.

The objects upon which expenditures have been made, but which are not yet completed, are:

1. *Extension of quay wall and dredging.*—During the past year the foundation piles for seventy-five feet of wall have been driven, cut off and filled in with rubble ballast, preparatory to the laying of masonry; one hundred and thirty feet of wall in length have been worked up to the height of 18 feet, or to low water mark, and filled up on the inside with oyster shells and ballast, and another length of fifty feet has been raised seven courses, or 10 feet 6 inches in height. The item of dredging was included under this head last year, and the work

for the same has been executed under it. The dredging has been done for the quay wall and on various parts of the water front, the material of which has been used in grading and filling up low grounds.

2. *Foundry, boiler, and machine shops, and tools for the same.*—The large core oven, foundations for the cranes, connections for the machine shop, &c., have been completed during the past year, and the foundry has been so far completed as to admit of active operations in moulding and casting. The foundry machinery completed consists of two cupolas, with blowing apparatus; three steam cranes, two iron core cars, railroad track, &c.; two crane ladles, twelve shank and six hand ladles. There yet remains to complete two loam cranes, two large hand cranes, and two large crane ladles, the materials for all of which are on hand, and but little labor required to complete them. In the machine shop and adjuncts the walls of the new engine house have been covered with the roof, which however is not yet completed. The boiler walls have been carried up and the boilers set; the connexions with the smoke stack have been made, and this building, though in an unfinished state, is in use, and but very little labor required to complete it. In the machine shop proper the lines of shafting and counter shafting, with pulleys, hangers, &c., with nine lathes, two spliners, one crane drill, and a large boring mill, have been set up in the lower story; the old engine and boilers have been removed and a new engine set up, together with its under ground shafting extending to the foundry. Four cylinder boilers have also been completed and set up in connexion with this engine. The roof over the boiler shop has been raised and completed, and the walls of the forge shop have been built up to the height of the roof, the principal frames of which have been prepared and raised. The boiler house has been so far completed that the business of manufacturing has been commenced within it; there is required, however, some additional work to the windows, doors, &c., for its final completion.

3. *Grading and draining yard.*—This work has been continued, and the appropriation therefor expended judiciously.

4. *Iron railway and cars.*—The work under this head has been undertaken and continued during the fiscal year as far as the allotted funds would permit. A line of railway has been laid down from the masting shears, between ship-houses A and B, nearly to the dry-dock, with branches extending to store-house No. 14, and navy stores 15 and 16, with turnouts, switches, &c. Four cars have also been provided, and there is a large quantity of iron and other materials on hand for the further prosecution of the work when more funds shall be available for this object.

5. *Masting shears.*—The work under this head is so far advanced that a favorable opportunity only is wanted for dispensing with the use of the old shears in order to take them down, and to apply the iron work on them to the fastening and securing the new, and for setting the latter up.

6. *Timber shed No.* 17.—The masonry of this building is completed as far as the commencement of the second story; the wood work is advanced to the completion of the window frames, sashes, and lintels, the bolsters and posts for the floor of the second story, and the mate-

rials for the doors, with the exception of a small portion of the pannels, are prepared and ready to be put together. The materials for the completion of the building, with the exception of the slate, are mostly on hand and paid for; and the labor in the joiners' department now to be done is mainly for the framing and putting up of the roof and floors, with that for setting such work as is already completed.

7. *Victualling establishment.*—The labor on this object has been confined to preparations for the foundations, for which nearly all the piling and excavation have been completed. A large amount of materials has been received, and the work is in good condition for being rapidly pushed forward.

8. *Timber landing slip at saw mill.*—But little work has been done upon this object except for receiving and handling materials, owing to the site being occupied for the landing and delivery of timber sent to the yard. A few piles have been driven for the foundations, and nearly all the materials for the completion of this object have been procured and are now on hand.

9. *Spar shed.*—Nothing has yet been done towards the erection of this building, except the receipt of a considerable portion of the materials; its erection will now be immediately commenced.

10. *Furnaces, cranes, and tools.*—Under this head the foundations and base for one of the new iron cranes have been completed, several new camels and lighters have been built, and sundry tools and machinery have been purchased and paid for.

11. *Repairs of all kinds.*—The usual necessary repairs have been put upon the various ship houses, timber sheds, work shops, foundries, store houses, offices, officers' quarters, dry dock, wharves, bridges, timber docks, fences, buoys, boats, lighters, and other improvements, and upon all the improvements and repairs there has been expended, during the fiscal year for labor, $197,233 31, and for materials $190,269 23, making an aggregate of $387,502 54.

The amount expended for contingent is $80,430 16.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects, viz: continuation of quay wall; completing forge shops; reservoir to supply water at stables; dredging and filling in; machinery, tools, and cranes; muster and pay office; continuation of railway; completing saw mill, machinery, saw shed, and rail cars; completing timber shed No. 17; completing foundry and for repairs of all kinds; amounting in the aggregate to $271,387.

1. *Continuation of quay wall.*—The amount asked for this object will be nearly sufficient to complete the work as far as slip No. 48, and will, with the portion of the wall already built, enclose in a continuous line about three-fourths of the entire front on the river, but will leave considerable extent to be completed for the enclosure of the whole yard. This work is of the first importance, and it is very necessary that it should continue in progress without interruption until finally completed.

2. *Completion of forge shop.*—This building is at present in an incomplete state, and consequently no operations can yet be carried on

without great inconvenience. The building is much needed, and it is very desirable that it should be completed at the earliest period possible.

3. *Reservoir for stables.*—In view of the trouble and expense at present incurred in transporting water to this point, for the use of the cattle and horses, it is deemed advisable to construct a reservoir at the stables of sufficient capacity to supply the establishment, and an estimate for that object is submitted.

4. *Dredging and filling in.*—This important service, for which the yard is now provided with improved facilities, should be continued as heretofore, and an estimate of the amount usually expended is therefore embraced.

5. *Machinery, tools, and cranes.*—Under this heading is embraced an estimate for a Nasmyth's steam pile driver as a most important machine for the works of improvement on the yard. Extensive inquiries have been made as to the advantages of this machine, and reports are such as to show that it has entirely superseded all other methods of driving piles on all important works of construction in Europe; and when it is considered that the nature of the foundations at this yard almost invariably require piling, and that a large amount of work is to be done here, economy and rapidity of execution seem to justify the application of the best means that can be procured. Other miscellaneous machinery is also embraced in the estimate.

6. *Muster pay office.*—This object is much needed for the purposes stated, there being no convenient building on the yard where the daily musters can be performed. With the present large number of men employed, the musters are scattered over the yard at several points, in temporary sheds, and it is proposed to erect a suitable building for the purpose, and provide a proper shelter to protect the men while mustering.

7. *Continuation of railway.*—This is properly considered one of the most important improvements yet authorized for this yard, and when completed will contribute greatly to the economy of transportation of the large amount of materials which the operations require to be moved from point to point, and which is now done by the expensive maintenance and slow process of teams. An estimate is therefore submitted for the gradual extension of these railways.

8. *Completing saw-mill machinery, saw shed, and railway cars.*—These are all important objects, and a small amount only is required for them. The works are in an unfinished state, and it is very desirable that their final completion should no longer be delayed.

9. *Completion of timber shed, No.* 17.—The amount allotted for this building has been exhausted, and it is still in an unfinished state. Various reasons are assigned for the deficiency of the appropriation. When the estimate was made two sheds were proposed, and it was supposed that the same centering, scaffolding, &c., would answer for both buildings, and thus the expense for these articles would be divided; but as one shed only was authorized, all such expenses were charged to No. 17. A large amount for hauling materials, usually charged to contingent, was charged to the building, owing to the exhaustion of the contingent fund. Another source of unexpected

expense was the piling necessary for a large portion of the foundation and the difficult nature of the ground upon which the building stands. These causes have combined to swell the cost of the shed beyond the original estimate, and to require an additional appropriation for its completion.

10. *Completing foundry.*—The amount originally estimated for this work has proved insufficient; the excess of cost is due to unforeseen contingencies which have occurred in the progress of the work, and to the furnishing of additional furnaces and fixtures not originally embraced in the estimate. A further appropriation for the completion of this building is much needed, and an estimate is submitted for that purpose.

11. *Repairs of all kinds.*—The amount submitted for this object will be required to meet the demands upon this head for the annual necessary repairs of the numerous buildings and other improvements in the yard, such as ship houses, work shops, timber sheds, store houses, foundries, wharves, docks, roads, bridges, fences, offices, officers' quarters, boats, scows, lighters, and other miscellaneous objects.

PENSACOLA.

The works which have been completed at this yard during the past fiscal year are: coping for dock basin, masting shears, steam box, and launching slip. Upon these objects there has been expended during the year the sum of $15,092 77.

The works which have been in progress, but which are not yet completed, are:

1. *Extension of granite wharf.*—During the past year 442 cubic yards of granite and 4,497 cubic yards of concrete have been laid in the granite wall; 218 piles have been driven, and 190 feet of sheet piling, measured lineally, constructed. New stone and bell carriages are in process of construction, and arrangements have been made for procuring one of Nasmyth's patent pile-driving machines, which it is believed will greatly facilitate the construction of this important work.

2. *Repairing and operating dry dock.*—The floating balance dock has been caulked and painted; new brass shieves have been put in the bilge and keel blocks; the old boiler tubes have been replaced; the pumps have been put in good order, and the railway and other appendages have been properly cared for, and the structure may now be considered in tolerable order. The materials of which this dock is constructed are, however, of such perishable nature that it requires constant care and attention.

3. *Dredging.*—The dredging during the past year amounts to 8,339 cubic yards of sand, which was deposited behind the wall of the permanent wharf, next to the deep basin, and a portion near the centre wharf. The excavator has been repaired thoroughly, and the chain bucket dredge is undergoing a thorough overhauling.

4. *Foundry.*—The foundation of this building is completed and the walls are in progress.

5. *Improving spar pond.*—A force is now employed in clearing out

the reeds and mud from this pond, and building a retaining wharf. No further appropriation will be required for this object.

6. *Repairs of all kinds.*—The work under this head during the past year has been in general repairs to the various buildings within and near the yard, such as officers' quarters, dispensary, timber sheds, joiner's shop, steam boxes, smith's shop, boats, scows, lighters, cisterns, roads, &c., and upon the foregoing improvements and repairs there has been expended during the year $150,797 89.

The amount expended for contingent is $48,702 24.

Plans and estimates are submitted for the fiscal year ending June 30, 1860, for the following objects, viz: Extension of granite wharf and wet basin; repairing and operating floating dock; dredging; completing ship house and slip; pitch boiling house; launching ways; railways, and for repairs of all kinds, amounting in the aggregate to $310,425.

1. *Extension of granite wharf and wet basin.*—*Wet basins* are important and necessary for securing vessels in ordinary at all navy yards. All the principal dock yards in Europe have wet basins, and some of them have two or three. At our navy yards vessels-of-war, whether in ordinary or equipped, must be moored with chains and anchors on one side and made fast to the wharves on the other. This is an expensive way of securing them, besides leaving them exposed to damage by coming in contact with vessels passing, and in some ports (especially Pensacola) to the winds and waves, and to constant perplexity of merchant vessels and coasters hooking the mooring chains of our vessels as they pass to and from the yard. Vessels in ordinary should be kept in a basin, with gates to retain the water when the tide ebbs; and to this end it is proposed to ask for annual appropriations, commencing at Pensacola, where such a basin is indispensable. We have commenced the construction of ships there, and when they shall be launched there is no security for them, except mooring in the open bay, which will be very expensive as well as hazardous when gales of wind occur. This work will be costly; it is nevertheless indispensable, and to carry it on economically liberal appropriations must be made, for the reason that contracts for materials can be made more advantageously for large quantities than for small ones. The extension of the granite wharf will form the outer wall of the proposed basin, and the site selected is admirably adapted for the purpose. This estimate is regarded of the first importance and an appropriation cannot be too strongly urged.

2. *Repairing and operating floating dock.*—The amount estimated for this object is about the usual annual expenditure, and is necessary for the proper preservation of the structure.

3. *Dredging for wharf and wet basin.*—The estimate submitted will be required to continue the operations of the dredging machines during the next fiscal year, which are rendered necessary by the shifting nature of the bottom.

4. *Completing ship house and slip.*—An appropriation has been made for this object and a portion of the materials have been procured. Since this has been made a building yard, it is very necessary that a ship house should be completed for the protection of vessels on the

stocks and the workmen engaged in their construction. An estimate for this object is therefore submitted.

5. *Pitch boiling house.*—This building is required for the work connected with the building and repairing vessels, and also for incidental yard purposes; the want of it is seriously felt.

6. *Launching ways.*—The amount asked for this object will be required to prepare the ways for launching the steam sloop-of-war Pensacola and the smaller steam sloop now constructing.

7. *Railways.*—A small amount is submitted for extending these very important facilities for transporting heavy articles. The surface of the yard being of fine sand renders the hauling of heavy loads in the ordinary mode expensive and difficult.

8. *Repairs of all kinds.*—Provision is made in this item for the necessary repairs of the various buildings, wharves, and other improvements in the yard, all of which require careful and prompt attention at this station, where wooden structures decay rapidly if neglected.

MARE ISLAND.

The works of improvement which have been completed at this yard during the past fiscal year are: joiner's shop and timber shed No. 40; store-house No. 46; officers' houses, Nos. 2, 4, 3, and 5, and pitch kettles. The amount expended upon these objects during the fiscal year is $94,575 74.

The works which have been in progress but which are not yet completed are:

1. *Smithery.*—Very little has been done upon this building during the past year. The number of forges erected and in use is sufficient to meet the present demands upon the yard, and therefore no more will be built at present.

2. *Wharf.*—About 340 feet of wharf have been built and completed, and an area of 34,600 square feet filled in during the fiscal year. Foundation piles have been driven for 100 feet additional at the northern end, and 200 feet of foundation completed adjoining the dock basin.

3. *Officers' quarters.*—The block comprising Nos. 7 and 9 has been commenced; the foundation walls are finished; the brick walls all round are carried up to the second story, and the wood work is well advanced.

4. *Grading and paving.*—About 100,000 cubic yards of grading have been done, and the earth filled in behind the wharf wall and upon the low grounds. A large amount of paving has been done, by which good roads have been made in places heretofore impassable during the rainy seasons.

5. *Mould loft No.* 39.—The masonry and brick work for this building are finished, and the roof on and slated; the interior work is well advanced, and the building can be entirely completed in a short time.

6. *Coopers' and paint shop No.* 41.—The progress of this building has been delayed on account of the large amount of grading required

to prepare the site; it has been commenced, and about one-half of the walls have been built up to the second story.

7. *Plumbers', coppersmiths,' and tinners' shop No.* 70.—The foundation of this building has been prepared, the masonry and brick work completed, the roof put on and slated, and some of the interior work finished. This building can be completed in a short time.

8. *Cisterns.*—Two large cisterns have been completed, with the exception of the conductors, and the excavation for a third has been nearly finished. These works will be a great acquisition to the yard, in some measure supplying the deficiency of water; but it is proposed to make an artesian well for a permanent supply.

9. *Bishop's derrick.*—The tripod has been built, all the castings made, the foundation piles driven, and the materials procured for the foundation. The work will soon be ready for setting up.

10. *Artesian well.*—A pipe of five inches diameter was sunk to the depth of 218 feet, when it was found necessary to increase the size, and accordingly one of ten inches diameter was procured; this has been sunk to the depth of 145 feet, but thus far no water has been obtained, and the success of the experiment is yet somewhat doubtful.

11 *Repairs of all kinds.*—The small amount expended under this head has been for the removal of old and temporary buildings to make room for the new works of improvement. Upon all the foregoing objects there has been expended during the fiscal year for materials $174,083 93, and for labor $172,411 60—making an aggregate of $346,495 53.

The amount expended for contingent during the year is $106,666 70.

Plans and estimates are submitted for the fiscal year ending 30th June, 1860, for the following objects, viz: completing machine and boiler shops; continuing quay wall; grading; artesian well; towards machinery for new shops; store-house No. 45; completion of blacksmith shop; completion of houses 7, 9, 11, and 13; pitch house; steam boxes; mould loft No. 39; cooper's shop and tank shed, and for repairs of all kinds, amounting in the aggregate to $403,350.

1. *Completing machine and boiler shops.*—An appropriation for commencing this establishment was made at the last session of Congress, and the work will be in progress during the present year. There being no government works of this kind on the Pacific coast where the steam vessels of the navy can be repaired, it is desirable that the establishment should be completed as soon as possible, and an estimate is therefore submitted for that purpose.

2. *Continuing quay wall.*—This is an important work and should progress without interruption, at least until a sufficient front is completed to furnish ample room for such vessels as may visit the yard.

3. *Grading.*—The surface of this yard is undulating, and a considerable amount of grading is necessary in preparing sites for buildings authorized and for others in contemplation, and an appropriation for this object is indispensable.

4. *Artesian well.*—In consequence of the great difficulty in obtaining a sufficient supply of good water for yard purposes and for the vessels visiting the station, the department determined to try the experiment

of sinking an artesian well, and the work has been commenced; although success has not yet attended the effort, it is proposed to persevere, and, if possible, secure an ample supply of this invaluable and indispensable article.

5. *Towards machinery for new shops.*—The erection of an establishment for the manufacture and repairs of marine and other engines having been authorized, it becomes necessary that the requisite machinery and tools should be provided for the successful operation of the establishment. An estimate is therefore submitted for the purchase of such as will be needed at once, to afford the means for making such repairs as may be required for steam vessels of the navy on the Pacific station.

6. *Store-house No.* 45.—This building is much needed to furnish a suitable and safe place for the storage of the public property accumulating at the yard, and the appropriation is strongly urged.

7. *Completing blacksmith's shop.*—This was one of the first buildings commenced, and at that time, there being no buildings of any kind on the island in which work could be done, the erection of some temporary buildings was indispensable, and a portion of the amounts allotted for this and other objects was necessarily used for the purpose. The building has been erected and is in use, and the estimate now submitted is required to complete some of the internal arrangements.

8. *Completing houses* 7, 9, 11, *and* 13 —Owing to the large amount of grading necessary to prepare the sites for these buildings, the amount allotted for them has been exhausted, and a small additional sum will be required for their completion, for which an estimate is submitted.

9. *Pitch house.*—This house is nearly completed, but a small sum will be required for procuring and setting the kettles. The amount now asked, with that heretofore appropriated, will make about the amount of the original estimate.

10. *Completing steam boxes.*—The cost of this object has exceeded the original estimate, owing to the unexpected necessity for piling the foundation. This convenience is highly necessary, and an estimate is submitted for completing it.

11. *Completing mould loft No.* 39.—This building is well advanced, but owing to the great cost of some of the building materials the amount of funds remaining will not be sufficient to finish. An estimate is therefore submitted for the purpose.

12. *Completing cooper's shop and tank shed.*—The prices for labor and materials at this place are so fluctuating that it is almost impossible to make estimates which can be considered reliable. The allotment for this object has been found insufficient, and it is therefore necessary to ask for a small additional sum to complete the building.

13. *Repairs of all kinds.*—The estimate submitted will be required for the necessary repairs of the buildings, wharves, roads, floating dock, boats, scows, and other miscellaneous objects.

SACKETT'S HARBOR.

The expenditures at this station during the past fiscal year have been for repairs upon the different buildings, which were necessary

for their preservation, and the amount expended for this object is $1,172 02.

For the proper preservation of the public property and the necessary repairs of existing improvements during the fiscal year ending June 30, 1860, there will be required the sum of $3,850.

HOSPITALS.

Portsmouth, N. H.—At this station there are no proper and comfortable accommodations for the sick. Ships with an epidemic sickness on board are generally ordered to the most northern ports, and it is important that a proper building should be prepared for the reception and treatment of the sick. An estimate is therefore submitted for erecting a small hospital where the sick can be properly cared for and their wants supplied. The amount asked for this object is $22,000.

Boston.—For the necessary repairs of the hospital building and its appendages, and for completing the surgeon's house, there has been expended during the past fiscal year the sum of $14,489 93.

For the annual repairs of the buildings and fences, and care of the public grounds, there will be required for the fiscal year ending June 30, 1860, the sum of $2,500.

New York.—The brick building for the heating apparatus and other machinery has been completed and proves satisfactory, and the amount expended on this object during the year is $17,736 86.

For the necessary repairs of the hospital, surgeon's house, steam pump, fences, furniture, &c., there has been expended during the past year the sum of $6,486 87.

An estimate is submitted for the fiscal year ending June 30, 1860, for the necessary repairs of buildings, fences, &c.; for the erection of a house for the surgeon of the laboratory; for the enlargement of the cemetery, and for grading and filling, amounting in the aggregate to the sum of $27,900. This estimate is deemed highly necessary for the proper care and preservation of the public property, and for the comfort of the patients and officers in attendance.

Hospital and naval asylum at Philadelphia.—The amount expended at this institution during the past fiscal year for repairs of buildings, furniture, furnaces, grates, and ranges, and for brick wall on Shippen street, is $12,336 69.

Estimates are submitted for the fiscal year ending June 30, 1860, for curbing and walk on Shippen street, painting and repairing the different buildings, fences, furniture, furnaces and ranges, water rent and gas, and for supplies, &c., to beneficiaries, amounting to $37,815. This amount is necessary for the proper care and comfort of the inmates of the institution.

Washington.—There has been expended upon this building for repairs of all kinds $228 31.

Norfolk.—For the necessary repairs of the hospital buildings, fences, boats, bridges, walks, gates, pumps, and fire engines, and for the erection and completion of the new house for surgeon's quarters, there has been expended during the past year the sum of $16,471 08.

Estimates are submitted for the stone pier and landing, and for general repairs to buildings, amounting to $53,220.

The present landing is an old wooden pier, and is now in such a rotten condition as to be unsafe for landing articles of much weight; and, in view of the destructive action of the marine worm in this harbor, it is deemed economy to replace the present structure by a permanent stone pier.

Pensacola.—At this station there has been expended during the fiscal year, for completing walls around burial ground, draining and filling ponds, and for repairs of all kinds, $9,819 10.

Estimates are submitted for the next year for general repairs of hospital buildings and for draining and filling ponds, amounting to $10,500. In this climate, where all wooden structures decay so rapidly, it is exceedingly necessary that repairs should be promptly made when needed; and a proper regard for the health of the vicinity renders it imperative that constant care and attention should be paid to the drainage of the ponds.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, N. H.—The ordnance works which have been completed at this yard during the past year are: shell house for loaded shells, ordnance building, gun skids and shot beds, and fitting and furnishing ordnance building. The amount expended upon those objects during the year is, for labor, $14,474 47; for materials, $7,905 72—making an aggregate of $22,380 19.

Upon the gun carriage shed and store-house, and for repairs of magazine building, there has been expended for labor $1,121 37, and for materials $54—making an aggregate of $1,175 37.

Estimates are submitted for the fiscal year ending 30th June, 1860, for gun skids, shot beds, new powder magazine, and for repairs of all kinds, amounting to $46,497.

The present accommodations for ordnance works at this yard are too limited to meet the demands of the service. The magazine is small, and it is found indispensable that a larger one should be constructed.

Boston.—For the necessary repairs of the magazine, wharf, and fences, there has been expended during the year past $2,257 51.

For the necessary repairs of buildings and grounds during the fiscal year ending 30th June, 1860, there will be required the sum of $2,500.

New York.—The works completed at this yard are: house for loaded shells, altering gunners' to store-house, powder boat, pier, slip, and repairs to wharf. The amount expended on these objects during the past year is $20,640 11. Other works upon which expenditures have been made are: armory, machinery and fitting room for same, gun-sighting ground, and general repairs; and for these objects there has been expended during the year $14,845 46.

Estimates are submitted for the fiscal year ending 30th June, 1860, for completing armory, and for repairs of all kinds, amounting to $8,000.

The armory building is nearly completed, a small amount only being required for that purpose. The amount submitted for repairs of all kinds will be necessary for the proper protection and preservation of the public property.

Philadelphia.—The landing wharf at Fort Mifflin has been completed, except the railroad track upon it leading to the magazine, which is now in progress. The amount expended during the past year is $9,403 66.

For the fiscal year ending 30th June, 1860, there will be required for repairs of all kinds the sum of $1,000.

Washington.—During the past year the gun-carriage shed has been completed, and the necessary repairs put upon the ordnance buildings, magazine, and keeper's house; and upon these objects there has been expended during the year for labor $10,403 04, and for materials $12,363 69—making an aggregate of $22,766 73. The funds in hand will be sufficient at this yard for the next year.

Norfolk.—The ordnance works which have been in progress at this station during the past year are: ordnance building, sea wall at Fort Norfolk, and general repairs upon magazine and its dependencies; and upon these objects there has been expended for materials $18,240 09, and for labor $22,013 51—making an aggregate of $40,253 60. Estimates are submitted for the fiscal year ending 30th June, 1860, for the following objects, viz: wharf at St. Helena, stone pier and landing at Fort Norfolk, powder boat, and for repairs of all kinds, amounting to $144,460. A large portion of the land at St. Helena has been allotted to ordnance purposes, and for the convenient landing of heavy guns, shot, &c., good substantial wharves are necessary. Those in present use are of wood, much decayed, and injured by the marine worms, and require renewing. It is deemed best to replace these old wharves by a permanent stone wall, and for commencing this work an estimate is submitted. The landing wharf at Fort Norfolk is also of wood much decayed, and it is also proposed to construct a permanent stone pier and landing for the accommodation of the works at that place. The powder boat is much needed, and the amount submitted for repairs of all kinds will be required for the preservation of the buildings and enclosures.

Pensacola.—The amount expended during the past year for the repairs of the magazine and its dependencies is $107 38.

For the annual repairs of buildings and enclosures during the next fiscal year there will be required the sum of $1,000.

Mare Island.—The magazine building has been nearly completed; the shell house is finished and ready for use; the tank house and filling room are finished, except a small portion of slating upon the roof; and the keeper's house is completed, except hanging doors and windows and a few other small matters, and will be ready for occupation in a few weeks.

There has been expended upon these objects during the past year for labor $43,748 18, and for materials $26,320 31—making an aggregate of $70,068 49.

Dry docks.—The balance floating dock at Portsmouth, New Hampshire has been profitably employed during the past year, and is now in good condition. The repairs upon the basin walls have been in

progress, but are not yet completed; the works are, however, in such condition that they can be used when required.

The stone dry dock at Boston has been in almost constant use during the year, and at the same time the work of extension has been in rapid progress. A large portion of the head of the dock has been taken up, and the relaying of the work is commenced.

The stone dry dock at New York has been in almost constant use during the year. Some repairs have been made to the gates and to the masonry about them, and the dock is now in good condition.

The sectional floating dock at Philadelphia is now in pretty good condition. Six iron floats have been added to it during the past year, and an estimate for six more is embraced in the amount submitted for the yard. This improvement will make the dock complete.

The stone dry dock at Norfolk has been kept in good condition, and, in consequence of the large number of naval vessels visiting this station for repairs, the dock has been almost constantly occupied.

The balance floating dock at Pensacola has been carefully repaired, and is now in working condition. The effects of the climate at this place upon structures of the kind are such as render necessary the most constant care and watchfulness, and the application of timely repairs when needed.

The sectional floating dock at Mare Island has been in frequent use during the year, in raising public and private vessels, and is now in good condition. The accommodation of this structure to the merchant marine is almost incalculable. It is believed that it has been the means of preventing interruptions of the mail transportations, by its timely use for the mail steamers.

NAVAL ASYLUM.

This institution has thus far afforded a comfortable home to all sailors and marines who have applied for admission and produced the requisite testimonials of twenty years' service in the navy and the certificate of a surgeon that the applicant was unable to obtain his living by manual labor.

No class of the community is more destitute, and at the same time so deserving, as the old worn-out sailor. His young and vigorous years are devoted to the interests and advancement of the navy, and the spirit of patriotism as well as humanity has established this institution as a *home* for his decrepitude and old age. It is fitting that a beneficent government should thus reward faithful services with the necessary comforts of life, and provide for the wants of the last hours of these veteran servants of our country.

Nevertheless, I recommend that such of the inmates of the asylum as may so elect be paid a semi-annual stipend, according to rank, with the privilege of residing with their friends. This arrangement, it is believed, would be more economical to the government, as well as give greater satisfaction to themselves.

During the past year another officer of the navy has been assigned to the command of the institution, and the bureau is assured that his administration of its affairs for the future, as it has proved in the past few months, will be eminently successful.

The present number of inmates, including officers and attendants, is one hundred and seventy-eight; fourteen have died, and thirteen been granted permits to enter the asylum.

The whole expense for the fiscal year ending June 30, 1858, was as follows, viz:

Subsistence	$14,994 96
Clothing	4,559 80
Miscellaneous items	5,971 08
Coal	1,975 00
Officers and attendants	15,118 00
	42,618 84

TIMBER AGENCIES.

The agents who have charge of the selection of lands growing timber suitable for naval purposes, and the preservation of the same from depredation, have been efficient in the discharge of their duties during the past year. The vigilant measures adopted have essentially prevented trespassers from pillaging the lands which grow naval timber, and consequently less depredations have occurred than usual. There have been but few cases of *wanton* trespass, and hence prosecutions of an expensive character have been avoided.

A considerable quantity of land has been selected for reservation, but care has been taken not to select it in compact bodies, so as to interfere with the rights or interest of settlers in obstructing them from their ordinary outlets of trade; nor are selections recommended for reservation until the number and size of the trees shall have been reported. As a general rule no lands are selected which are desirable for agricultural purposes.

The aim is to reserve only the lands growing the best and greatest number of valuable trees to the acre, or section, suitable for naval use. The agents have been instructed faithfully to respect these injunctions.

The administration of the affairs of this branch of the service has been successful during the past year, and the expenditures confined within the smallest limit compatible with the public interests.

The increasing wants of the naval and commercial marine of the world creates a great demand for live oak and mast and spar timber, which can only be found in much quantity or of good quality in the southern States; and as the maritime nations of Europe cannot be supplied with such materials for ship building at home, they seek to procure them from the shores of our own country.

Hence citizens of the United States, incited by motives of gain, become the agents of European governments in furnishing them with these naval supplies from private as well as the common public domain. In order, therefore, to protect the valuable interests in question, the bureau again commends this subject to the fostering care of the government.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH SMITH,

Chief of the Bureau of Yards and Docks.

BUREAU OF YARDS AND DOCKS, *November* 22, 1858.

Schedule of the papers which accompany the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy for the fiscal year ending June 30, 1860.

Y. & D. A.—The general estimate from yards and docks.

Y. & D. No. 1.—Estimate for the support of the bureau.

Y. & D. No. 2.—Estimate for recruiting stations.

Y. & D. No. 3.—Estimate for officers and others at yards and stations.

Y. & D. No. 4.—Statement showing the sums which make up the first and second items in Y. & D. A.

Y. & D. No. 5.—Estimate for improvements and repairs at yards and stations.

Y. & D. No. 6.—Estimate for improvements and repairs at hospitals and naval asylum.

Y. & D. No. 7.—Estimate for improvements and repairs of magazines.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. A.

General estimate from the Bureau of Yards and Docks for the fiscal year ending June 30, 1860, *in addition to the balances remaining unexpended July* 1, 1859.

Object.	Estimated for the year ending June 30, 1860.	Estimated for the year ending June 30, 1859.
1. For the pay of commission, warrant, and petty officers, (see paper Y. and D. No. 4)	$284,038 00	$275,664 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. and D. No. 4)	152,454 00	139,232 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. and D. No. 5)	2,001,827 00	1,952,509 00
4. For hospital buildings and their dependencies, including the Naval Asylum, (see paper Y. and D. No. 6)	153,935 00	159,866 00
5. For ordnance works, magazines, and their dependencies, (see paper Y. and D. No. 7)	203,457 00	209,615 00
6. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for purchase and repair of fire engines; for machinery of every description, and patent-right to use the same; for the repair of steam engines and attendance on the same in navy yards; for the purchase and maintenance of horses and oxen, and driving teams; for carts, timber wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for watchmen, and for incidental labor at navy yards not applicable to any other appropriation	478,000 00	479,600 00
	3,273,711 00	3,216,486 00

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1860.

For salary of the chief of the bureau, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 3, page 579	$3,500
For salary of chief clerk, fourth class, per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, page 210	1,800
For salaries of five clerks, including draughtsmen, (four of second class, one of first class,) per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, page 210; and act of April 22, 1854, Statutes at Large, pamphlet edition, chap. 52, section 1, page 276	6,800
For salary of messenger, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 6, page 580; act of April 22, 1854, pamphlet edition, Statutes at Large, chap. 52, section 2, page 276; act of August 4, 1854, pamphlet edition, Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18, August 18, 1856, pamphlet edition, Statutes at Large, page 145	840
For wages of two laborers, per act of August 4, 1854, pamphlet edition, Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18 of August 18, 1856, pamphlet edition, Statutes at Large, page 145	1,200
	14,140
Appropriated for the year ending June 30, 1859	14,140

Contingent expenses.

For stationery, books, plans, drawings and incidental labor..	800
Appropriated for the year ending June 30, 1859	800

Submitted.

One additional clerk (3d class)	1,600

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1860, *if no alteration is made in the number of stations.*

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate.
Commanders	1	1	1	1	1	1	6	$12,000 00
Lieutenants	1	1	1	1	1	1	6	9,000 00
Surgeons	1	1	1	1	1	1	6	10,500 00
Passed midshipmen	1	1	1	1	1	1	6	4,500 00
	4	4	4	4	4	4	24	36,600 00

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 3.

Estimate of the pay of officers and others at navy yards and stations for the year ending June 30, 1860.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman	750 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also	750 00	
1	Steward, (surgeon's)	480 00	
			$19,680 00

Y. & D. No. 3—Continued.

PORTSMOUTH, N. H.—Continued.

No.	Officers, &c.	Pay.	Aggregate.
	ORDINARY.		
1	Passed midshipman	$750 00	
1	Carpenter's mate	228 00	
11	Seamen, at $180 each	1,980 00	
6	Ordinary seamen, at $144 each	864 00	
			$3,822 00
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer	1,800 00	
1	Draughtsman to engineer	900 00	
1	Superintendent of floating dock	1,000 00	
1	Foreman and inspector of timber	1,050 00	
1	Clerk of the yard	900 00	
1	Clerk to commandant	900 00	
1	Clerk to storekeeper	900 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			12,806 00
	Total		36,308 00

BOSTON.

	NAVAL.		
1	Captain	3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, each $750	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			22,360 00
	HOSPITAL.		
1	Surgeon	2,000 00	
1	Assistant surgeon	1,150 00	
1	Steward	480 00	
1	Matron	204 00	
2	Nurses, each $180	360 00	
1	Cook	204 00	

Y. & D. No. 3—Continued.

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Washer	$144 00	
3	Watchmen, each $240	720 00	
			$5,262 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,000 00	
1	Assistant engineer	1,200 00	
1	Draughtsman to engineer	900 00	
1	Master machinist and steam engineer	2,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to commandant	1,200 00	
1	Clerk (2d) to commandant	960 00	
1	Clerk to storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk to inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			18,916 00
	Total		46,538 00
	NOTE.—The surgeon of the yard will attend to the marines also		

NEW YORK.

	NAVAL.		
1	Captain	3,500 00	
1	Commander	2,100 00	
3	Lieutenants, each $1,500	4,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, each $750	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	420 00	
			23,860 00
	HOSPITAL.		
1	Surgeon	2,250 00	
2	Assistant surgeons, each $1,150	2,300 00	
1	Hospital steward	480 00	
1	Matron	204 00	

Y. & D. No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
4	Nurses, each $180	$720 00	
2	Washers, each $144	288 00	
2	Cooks, each $168	336 00	
1	House-cleaner	144 00	
1	Messenger	144 00	
1	Gate-keeper	360 00	
1	Gardener	276 00	
1	Porter	180 00	
2	Watchmen, each $240	480 00	
1	Engineer for steam pump	480 00	
			$3,642 00
	LABORATORY.		
1	Surgeon, director of laboratory	2,250 00	
1	Assistant surgeon	1,150 00	
1	Laborer	360 00	
1	Engineer	600 00	
1	Fireman	300 00	
			4,660 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Assistant engineer	1,500 00	
1	Draughtsman to engineer	900 00	
1	Inspector and measurer of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to commandant	1,200 00	
1	Clerk (2d) to commandant	960 00	
1	Clerk to storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk to inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			17,716 00
	Total		54,878 00

NOTE.—The surgeons of the yard will attend the marines also.

PHILADELPHIA.

	NAVAL.		
1	Captain	3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman	750 00	

Y. & D. No 3—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Boatswain	$700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward (purser's)	580 00	
1	Steward (surgeon's)	480 00	
			$20,160 00
	HOSPITAL.		
1	Surgeon	2,250 00	
1	Passed assistant surgeon	1,150 00	
1	Steward (surgeon's)	480 00	
1	Cook	156 00	
2	Nurses, each $180	360 00	
2	Washers, each 108	216 00	
			4,612 00
	NAVAL ASYLUM.		
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,500 00	
1	Secretary	900 00	
1	Carpenter	800 00	
1	Steward to asylum	480 00	
1	Purser's assistant	750 00	
1	Matron	204 00	
6	Washers, each $108	648 00	
1	Cook	168 00	
2	Assistant cooks, one at $120 and one at $96	216 00	
6	Laundresses, each $108	648 00	
8	Scrubbers and house-cleaners, each $96	768 00	
4	Laborers, each $180	720 00	
1	Master-at-arms	300 00	
1	Ship's corporal	240 00	
			15,442 00
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	900 00	
1	Clerk to commandant	900 00	
1	Clerk (2d) to commandant	750 00	
1	Clerk to storekeeper	900 00	
1	Clerk (2d) to storekeeper	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			11,606 00
	Total		51,820 00

NOTE.—The surgeon of the yard is to attend to the marines also.

Y. & D. No. 3—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,500	
2	Passed midshipmen, each $750	1,500	
1	Boatswain	700	
1	Gunner	700	
1	Carpenter	700	
1	Purser's assistant, when performing the duties of clerk also	*900	
1	Steward, (purser's)	480	
1	Steward, (surgeon's)	480	
			$19,360
	ORDINARY.		
1	Passed midshipman	750	
1	Boatswain's mate	228	
1	Carpenter's mate	228	
10	Ordinary seamen, each $120	1,200	
			2,406
	CIVIL.		
1	Storekeeper	1,700	
1	Civil engineer	3,000	
1	Naval constructor	2,600	
1	Draughtsman to engineer	900	
1	Measurer and inspector of timber	900	
1	Clerk of the yard	*1,440	
1	Clerk to commandant	*1,440	
1	Clerk (2d) to commandant	*1,152	
1	Clerk to storekeeper	*1,440	
1	Clerk (2d) to storekeeper	*1,080	
1	Steam engineer and machinist	2,000	
1	Master tank and camboose maker	1,250	
1	Master chain cable and anchor maker	1,250	
1	Pyrotechnist	1,500	
1	Messenger	*840	
1	Keeper of the magazine	480	
1	Porter	456	
			23,428
	Total		45,194
	NOTE.—The surgeon of the yard will attend to the marines also.		

* The estimate for the clerks and messenger is based upon the act of June 12, 1858, which allows an increase of 20 per cent. upon former salaries.

Y. & D. No. 3—Continued.

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500	
1	Commander	2,100	
3	Lieutenants, each $1,500	4,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,500	
2	Passed midshipmen, each $750	1,500	
2	Boatswains, each $800	1,600	
2	Gunners, each $800	1,600	
2	Carpenters, each $800	1,600	
1	Sailmaker	800	
1	Gunner, keeper of magazine	800	
1	Clerk to purser	500	
1	Steward, (purser's)	480	
1	Steward, (surgeon's)	480	
			$26,260
	HOSPITAL.		
1	Surgeon	2,000	
1	Passed assistant surgeon	1,150	
1	Assistant surgeon	950	
1	Steward	480	
1	Matron	204	
1	Gardener	276	
3	Nurses, each $180	540	
2	Cooks, each $168	336	
2	Washers, each $144	288	
4	Boatmen, each $168	672	
1	Boy	144	
			7,049
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,600	
1	Civil engineer	2,500	
1	Assistant engineer	1,200	
1	Draughtsman to engineer	900	
1	Inspector and measurer of timber	1,200	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk (2d) to commandant	960	
1	Clerk to storekeeper	1,200	
1	Clerk (2d) to storekeeper	900	
1	Clerk to inspector of provisions and clothing	750	
1	Clerk to naval constructor	800	
1	Porter	456	
			17,566
	Total		50,875

NOTE.—The surgeon of the yard will attend to the marines also.

Y. & D. No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500	
1	Commander	2,100	
2	Lieutenants, each $1,500	3,000	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,500	
2	Passed midshipmen, each $750	1,500	
1	Boatswain	800	
1	Gunner	800	
1	Carpenter	800	
1	Sailmaker	800	
1	Purser's assistant, when performing the duties of clerk also	750	
1	Steward, (purser's)	480	
1	Steward, (surgeon's)	480	
			$21,810
	ORDINARY.		
1	Lieutenant	1,500	
1	Carpenter's mate	228	
2	Boatswain's mates, each $228	456	
1	Cook	228	
10	Seamen, each $180	1,800	
80	Ordinary seamen, each $144	11,520	
			15,732
	HOSPITAL.		
1	Surgeon	2,250	
2	Assistant surgeons, each $950	1,900	
1	Steward	480	
1	Matron	250	
3	Nurses, each $180	540	
2	Cooks, each $168	336	
3	Washers, each $144	432	
1	Carter	144	
1	Messenger	168	
3	Watchmen, each $360	1,080	
			7,560
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,600	
1	Civil engineer	3,000	
1	Assistant engineer and draughtsman	1,200	
1	Measurer and inspector of timber	900	
1	Superintendent of floating dock and machinery	1,000	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk, (2d,) to commandant	960	

Y. & D. No. 3—Continued.

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk to storekeeper	$1,200	
1	Clerk (2d) to storekeeper	900	
1	Clerk (3d) to storekeeper	750	
1	Porter	456	
			$17,066
	Total		62,188
	NOTE.—The surgeon of the yard is to attend to the marines near the yard and to such persons in the yard as the commandant may direct.		

MARE ISLAND.

	NAVAL.		
1	Captain	3,500	
1	Commander, (act of August 5, 1854)	3,500	
2	Lieutenants, each $1,500	3,000	
1	Master	1,000	
1	Surgeon	2,000	
1	Steward, (surgeon's)	750	
			13,750
	CIVIL.		
1	Navy agent, to do the duty of purser also	4,000	
1	Storekeeper	2,500	
1	Naval constructor	2,600	
1	Civil engineer	4,000	
1	Assistant engineer and draughtsman	2,500	
1	Superintendent of floating dock	2,500	
1	Clerk to navy agent, to do duty as clerk of yard also	3,000	
1	Clerk to navy agent	2,500	
1	Clerk to commandant	900	
1	Clerk to storekeeper	900	
1	Porter	750	
6	Watchmen, each $1,200	7,200	
			33,350
	Total		47,100

SACKETT'S HARBOR.

	NAVAL.		
1	Captain	3,500	
1	Lieutenant	1,500	
			5,000

Y. & D. No. 3—Continued.

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth	$19,680	$3,822	.....	.....	.....	$12,806	$36,308
Boston	22,360	.....	$5,262	.....	.....	18,916	46,538
New York	23,860	.....	8,642	.....	$1,660	17,718	54,878
Philadelphia	20,160	.....	4,612	$15,442	.....	11,60	51,820
Washington	19,360	2,406	.....	.....	.....	23,42	45,194
Norfolk	26,260	.....	7,040	.....	.....	17,566	50,866
Pensacola	21,810	15,732	7,580	.....	.....	17,066	62,188
Mare Island	13,750	.....	.....	.....	.....	33,350	47,100
Sackett's Harbor	5,000	.....	.....	.....	.....	.....	5,000
Total	172,240	21,960	33,136	15,442	4,660	152,454	399,892

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 4.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks, marked Y. & D. A., for the year ending June 30, 1860.

First item.

For recruiting stations	$36,600
For naval branch at yards and stations	172,240
For hospital branch at yards and stations, including the naval asylum at Philadelphia and the laboratory at New York	53,238
For ordinary branch at yards and stations	21,960
	284,038

Second item:

For the civil branch at all the yards and stations	$152,454

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 5.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several Navy Yards, for the fiscal year ending June 30, 1860.

Portsmouth, N. H.

For removing coffer dam	$6,028
For sewer	3,880
For machine shop	8,820
For boat house and carpenters' shop	31,632
For gas works	17,490
For capstans for masting sheers	5,227
For repairs of floating dock	5,600
For repairs of all kinds	26,800
	105,477

Boston.

For machinery for machine shop, foundry, &c	$68,000
For reservoir and steam pump	52,000
For pattern shop	25,000
For grading, paving, and draining	10,000
For coal houses for foundry and smithery	30,000
For rail tracks and cars	20,000
For sidewalk on Chelsea street	3,000
For paving portion of Whapping street	950
For steam fire engine	3,000
For offices and fences	45,000
For water closets	1,500
For repairs of all kinds	50,000
	308,450

New York.

For brass foundry	$11,205
For boom derrick and foundation	25,000
For removing and putting up sheers	1,000
For bilge-blocks for dry dock	3,000
For continuation of quay wall	55,000
For dredging channels and repairing scows	20,000
For paving and flagging	2,000
For improvement of machine shop	2,534
For heating new store-house	3,000
For filling in new purchase	26,180
Towards timber basin	40,000
For completing launching ways to ship-house E	25,000

For sky-lights to foundry and ventilators to smithery	$3,000
For painting and repairing dry dock	6,000
For boilers for new boiler house and pipes.....	9,150
For machinery for machine shop, brass and iron foundries, smithery, saw-mill, boiler and pattern shops, &c.....	35,400
For repairs of all kinds.....	52,490
	319,959

Philadelphia.

For boat shop.....	$9,117
For extending joiners' shop	4,643
For dredging channels	13,378
For repairs of floating dock.....	83,582
For repairs of all kinds.....	12,277
	122,997

Washington.

For extension of copper rolling-mill	$11,094
For public stables	8,694
For carriage houses and cart sheds.....	1,871
For shed for flasks	1,198
For gas generator and fixtures.....	8,000
For quay wall west side of yard	46,913
For conversion of old machine shop to foundry.....	7,204
For machinery and tools	31,765
For repairs of all kinds.....	39,193
	155,932

Norfolk.

For continuing quay wall.....	$70,000
For completing forge shop, &c.....	24,910
For reservoir for stables	2,011
For dredging and filling in.....	12,000
For machinery, tools, and cranes.....	32,000
For muster and pay office.....	10,020
For continuation of railway.....	5,540
For completing timber shed No. 17.....	9,889
For completing foundry.....	36,208
For completing saw-mill machinery, saw shed, railway, &c.....	16,809
For repairs of all kinds.....	52,000
	271,387

Pensacola.

For extension of granite wharf and wet basin	$140,000
For repairing and operating floating dock	2,500
For dredging for wharf and deep basin	9,200
For completing ship-house and slip	99,000
For pitch boiling house	2,500
For launching ways	6,000
For railways	2,500
For repairs of all kinds	48,725
	310,425

Mare Island.

For completing machine and boiler shops	$100,000
For continuing quay wall	50,000
For grading	35,000
For artesian well	12,000
Towards machinery for new shops	60,000
For store-house No. 43	80,000
For blacksmiths' shop	30,450
For houses Nos. 7, 9, 11, and 13	5,000
For pitch house	500
For steam boxes	2,000
For mould loft No. 39	5,400
For coopers' shop and tank shed	3,000
For repairs of all kinds	20,000
	403,350

Sackett's Harbor.

For repairs of all kinds	$3,850

Recapitulation.

For Portsmouth, N. H	$105,477
For Boston	308,450
For New York	319,959
For Philadelphia	122,997
For Washington	155,932
For Norfolk	271,387
For Pensacola	310,425
For Mare Island	403,350
For Sackett's harbor	3,850
	2,001,827

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 6.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several naval hospitals, for the year ending June 30, 1860.

Portsmouth, N. H.

For hospital building	$22,000

Boston.

For repairs of hospital buildings and fences	$2,500

New York.

For repairs of buildings, fences, &c	$7,000
For house for surgeon of laboratory	13,100
For enlargement of cemetery, filling, and grading	7,800
	27,900

Naval Asylum, Philadelphia.

For paving and curbing on Shippen street	$600
For paving sidewalks on Shippen street	2,300
For painting and repairing buildings	5,300
For furniture and repairs of same	500
For house cleaning and whitewashing	500
For furnaces, grates, and ranges, and repairs	600
For trees, and tree boxes on Shippen street	125
For gas tax	1,000
For water rent tax	210
	11,135
For support of beneficiaries at the asylum	26,680
	37,815

Norfolk.

For stone pier and landing	$34,950
For repairs of buildings	18,270
	53,220

Pensacola.

For general repairs of hospital buildings	$8,000
For draining and filling ponds	2,500
	10,500

Recapitulation.

For Portsmouth, N. H.	$22,000
For Boston	2,500
For New York	27,910
For Philadelphia, (asylum)	37,815
For Norfolk	53,220
For Pensacola	10,500
	153,935

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Y. & D. No. 7.

Estimate of the amount that will be required towards the construction and completion of ordnance works, and for the current repairs at the several naval magazines, for the year ending June 30, 1860.

Portsmouth, N. H.

For gun skids	$8,172
For shot beds	3,240
For new powder magazine	32,585
For repairs of all kinds	2,500
	46,497

Boston.

For repairs of all kinds	$2,500

New York.

For completing armory	$2,000
For repairs of all kinds	6,000
	8,000

Philadelphia.

For repairs of all kinds	$1,000

Norfolk.

For wharf at St. Helena	$75,000
For completing stone pier and landing at Fort Norfolk	63,500
For powder boat	2,460
For repairs of all kinds	3,500
	144,460

Pensacola.

For repairs of all kinds	$1,000

Recapitulation.

For Portsmouth, N. H	$46,497
For Boston	2,500
For New York	8,000
For Philadelphia	1,000
For Norfolk	144,460
For Pensacola	1,000
	203,457

BUREAU OF YARDS AND DOCKS, *October* 9, 1858.

Abstract of offers (embracing as well those which are rejected as those which are accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks; made in conformity to the act of Congress approved March 3, 1843.

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, PORTSMOUTH, N. H., UNDER ADVERTISEMENT DATED JULY 3, 1858.

Names.	Aggregate.
CLASS No. 1.—*Bricks.*	
Lawrence & Buxton	$1,334 00
Uriah Blaisdell	°1,196 25
Enoch Pinkham	1,281 00
John Wendell	1,550 00
John Murphy	1,510 00
N. W. Coffin	1,400 00
CLASS No. 2.—*Granite.*	
Enoch Swett	19,142 72
Ezra Eames	°6,602 65
Luther Tibbetts	7,496 69
Seward & Packard	7,648 80
John F. Gilman	7,417 00
Wm. Torrey	9,132 50
Thos. Hollis, jr	9,583 70
CLASS No. 3.—*Yellow pine timber.*	
John F Argyle	1,310 01
Lawrence & Buxton	°937 48
David Risley	982 57
Joseph Grice	1,637 20
Wm. Lang	1,289 54
F. Zantzinger	3,070 35
G A Hammond	1,011 16
N. W. Coffin	972 27
S. P. Brown	953 86
CLASS No. 4.—*Yellow pine lumber.*	
John F. Argyle	800 00
Lawrence & Buxton	575 00
David Risley	600 00
Joseph Grice	750 00
F. Zantzinger	1,700 00
G. A Hammond	°542 50
N. W. Coffin	593 75
S. P. Brown	582 50
CLASS No. 6.—*White pine and spruce timber and lumber, (pine seasoned)*	
J. H. Broughton	2,113 53
Lawrence & Buxton	°1,958 08
W. B. Russell	2,509 03
George Chesley	2,119 53
G. A. Hammond	2,189 86
N. W. Coffin	2,486 08
S. P. Brown	2,171 09

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 7.—*Lime and hair.*	
John H. Broughton	$418 75
J. M. Mathes	482 50
Samuel Jones	°410 00
Wm. Lang	458 75
CLASS No. 8.—*Cement.*	
Samuel Adams	223 50
Henry Wilde	205 50
John Wendell	238 50
Wm. Lang	225 00
John Murphy	262 50
W. Porter	223 50
A. A. Denman	°187 50
CLASS No. 9.—*Sand.*	
J. H. Broughton	236 25
Ezra Eames	°210 00
CLASS No. 10.—*Slate.*	
Samuel Adams	°594 00
Wm. Lang	660 00
W. Porter	654 50
CLASS No. 11.—*Iron and nails.*	
Uriah Blaisdell	115 50
John Wendell	112 00
A. Q. Wendell	105 00
W. Lang, (by lot)	°105 00
CLASS No. 12.—*Steel.*	
John Wendell	220 00
Spalding & Parrott	209 00
J. P. Lyman	°202 05
Wm. Lang	240 00
CLASS No. 13.—*Augers.*	
John Wendell	83 00
A. Q. Wendell	124 00
Wm. Lang	°73 00
CLASS No. 14.—*Files.*	
G. B. Hubbell & Co	°2,301 49
John Wendell	2,599 50
A. Q. Wendell	2,367 00
Wm. Lang	2,791 50
CLASS No. 15.—*Paints, oils, &c.*	
John Wendell	°809 50
A. Q. Wendell	840 75
Wm. Lang	866 50

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 16.—*Ship chandlery.*	
John Wendell	°$309 75
A. Q. Wendell	331 70
Wm. Lang	457 50
CLASS No. 16½.—*Sperm oil.*	
John Wendell	°286 00
A. Q. Wendell	318 00
J. O. Varrell	346 00
CLASS No. 17.—*Hardware.*	
Jno Wendell	°309 00
A. Q. Wendell	321 10
Wm. Lang	365 50
CLASS No. 18.—*Stationery.*	
H. F. Stodder	†265 10
J. D. Welch	°182 94
W. A. Wheeler	330 30
J. H. Foster	213 86
CLASS No. 20.—*Hay.*	
J. Philbrick	1,314 50
Edwin Paul	1,419 00
E. C. Spinney	1,512 50
Burrill & Furbish	1,265 00
S. L. Russell	1,650 00
John Rice	°1,265 00
Jos. R. Holmes	1,413 50
Joshua Frost, 2d	1,485 00
A. Hoyt	1,478 40
Samuel Jones	1,342 00
W. P. Frost	1,337 60
J. O. Varrell	1,485 00
W. T. Wentworth	1,314 50
Delano & Safford	1,589 50
CLASS No. 21.—*Provender.*	
Jas Philbrick	672 00
E. C. Spinney	660 00
U. Blaisdell	675 00
T. P. Dennett	°594 00
A. Hoitt	660 00
A. Q Wendell	705 00
F. Zantzinger	1,200 00
C. Robinson, jr	708 00
CLASS No 22.—*Charcoal*	
U. Blaisdell	300 00
S. L. Russell	375 00
J. M. Mathes	285 00

° Accepted. † Informal.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 22.—Continued.	
N. Gunnison	$270 00
J. D. Welch	°210 00
A. Hoitt	285 00
A. Q. Wendell	273 75
F. Zantzinger	675 00
J. O. Varrell	330 00
Class No. 24 —*Copper and composition nails.*	
Jno. Wendell	117 00
A. Q. Wendell	°54 60
Wm. Lang	58 50
Class No. 25.—*Iron castings.*	
P. Drake	°110 00
W. Lang	200 00
A. Q Wendell	159 00
N. W. Coffin	160 00
Ira Hazleton	112 50

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, BOSTON, UNDER ADVERTISEMENT DATED JULY 3, 1858.

Class No. 1 —*Bricks.*	
Horton, Hall & Co	$12,950 00
N. Swett	13,130 00
P. H. Walker	15,430 00
Lawrence & Buxton	12,960 00
Oakman & Eldridge	°12,562 50
N. W. Coffin	13,100 00
P Ames	12,900 00
W. Swenarton	15,350 00
S. P. Brown	14,200 00
Class No. 2.—*Stone.*	
Jno. Blood	6,247 50
Jno. Stimson	6,152 50
E. C. Sargent	5,950 00
E. Frederick	6,752 50
J. F. Gilman	°5,018 00
T. Hollis, jr.	6,372 50
Class No. 4.— *Yellow pine lumber.*	
Wm. Lang	430 00
Lawrence & Buxton	°325 00
Walden Porter	328 75
Oakman & Eldridge	420 00
N. W. Coffin	329 00
D. R. Skillings	400 00
F. Zantzinger	1,150 00
S P Brown	435 00
Daniel S. Grice	515 00

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 5.—*Oak and hard wood.*	
Wm. Lang	$250 00
Lawrence & Buxton	190 00
Walden Porter	180 00
N. W Coffin	°160 00
P. Ames	210 00
S. P. Brown	246 00
Daniel S. Grice	250 00
CLASS No. 6 — *White pine, spruce, &c.*	
Wm. Lang	916 75
Lawrence & Buxton	°551 25
N. W. Coffin	653 50
D. N. Skillings	864 50
P. Ames	772 25
S. P. Brown	636 25
Daniel S. Grice	1,092 50
CLASS No. 7.—*Lime and hair.*	
Horton, Hall & Co	°893 00
P. H. Walker	3,968 50
Wm. Lang	1,305 00
Lawrence & Buxton	952 50
Walden Porter	1,102 50
N. W. Coffin	932 20
P. Ames	1,022 50
CLASS No. 8.—*Cement.*	
Horton, Hall & Co	1,650 00
William Lang	1,584 00
Henry Wilde	°1,440 00
Walden Porter	1,494 00
Oakman & Eldridge	1,560 00
N. W. Coffin	1,482 00
George C. Byrne	1,560 00
F. Zantzinger	2,400 00
A. A. Denman	1,464 00
John Centre	1,776 00
CLASS No. 9.—*Gravel and sand.*	
Horton, Hall & Co	6,980 00
Oakman & Eldridge	4,740 00
N. W. Coffin	5,650 00
P. Ames	4,298 00
CLASS No. 10.—*Slate.*	
Horton, Hall & Co	341 25
William Lang	390 00
Walden Porter	°335 250
P. L. Fox	525 00

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 11.—*Iron, iron spikes, and nails.*	
Horton, Hall & Co	°$698 00
P. H. Walker	873 50
William Lang	758 00
N. W. Coffin	883 80
CLASS No. 12.—*Steel.*	
Horton, Hall & Co	°612 00
P. H. Walker	802 00
William Lang	640 00
CLASS No. 14.—*Files.*	
Horton, Hall & Co	°5,752 76
P. H. Walker	7,226 68
William Lang	7,683 40
G. B. Hubbell & Co	5,877 53
CLASS No. 15.—*Paints, oils, &c.*	
Horton, Hall & Co	°2,160 23
William Lang	2,315 16
P. Ames	2,269 98
CLASS No. 16.—*Ship chandlery.*	
Horton, Hall & Co	°2,042 72
William Lang	2,602 99
CLASS No. 16½.—*Sperm oil.*	
N. W. Burchell	747 50
Horton, Hall & Co	°690 00
William Lang	700 00
CLASS No. 17.—*Hardware.*	
Horton, Hall & Co	°2,393 39
P. H. Walker	2,894 36
G. B. Hubbell & Co	3,302 61
CLASS No. 18.—*Stationery.*	
Eayrs & Fairbanks	654 50
A. A. Gay	804 87
A. E. Cutter	°613 03
W. A. Wheeler	952 87
CLASS No. 20.—*Hay and straw.*	
Horton, Hall & Co	1,544 50
S. & E. Knight	1,415 74
A. Hoitt	1,410 00
N. W. Coffin	°1,181 10

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 20—Continued.	
P. Ames	$1,220 00
Mullet & Bradbury	1,345 60
George Hanaman	1,590 40
F. Zantzinger	2,838 00
S. P. Brown	1,336 00
J. A. Brown	1,538 90
CLASS No. 21.—*Provender.*	
S. & E. Knight	932 00
A. Hoitt	1,171 25
Walden Porter	1,051 25
N. W. Coffin	943 75
P. Ames	887 25
Mullet & Bradbury	920 50
George Hanaman	*916 00
F. Zantzinger	1,665 00
N. Tufts, jr	952 75
CLASS No. 22.—*Charcoal.*	
Horton, Hall & Co	900 00
P. H Walker	510 00
Oakman & Eldridge	750 00
P. Ames	*495 00
F. Zantzinger	1,500 00
CLASS No. 23.—*Packing.*	
Horton, Hall & Co	120 00
William Lang	110 00
Walden Porter	*90 00
CLASS No. 25.—*Iron castings.*	
Horton, Hall & Co	1,375 00
W. R. Mein	1,375 00
P. H. Walker	2,000 00
William Lang	1,750 00
T Thacker, jr	1,470 00
Oakman & Eldridge	1,500 00
N. W. Coffin	*1,240 00
CLASS No. 27.—*Augers.*	
Horton, Hall & Co	161 75
P H. Walker	357 60
William Lang	326 05
J. W. Delano & Co	*141 05

* Accepted.

ABSTRACT—Continued.

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, NEW YORK, UNDER ADVERTISEMENT DATED JULY 3, 1858.

Names.	Aggregate.
Class No. 1.—*Bricks.*	
John Wendell	$3,882 50
George A. Buckingham	3,997 70
T. W. Rollins	4,865 00
G. C. Byrne	4,032 50
John Murphy	*3,255 00
Class No. 2.—*Stone.*	
C. McDonald	31,265 30
J. W. Smith	39,532 90
J. Westcot & Co	39,657 50
G. A. Buckingham	34,556 00
E. B. Peet	29,746 00
Seward & Packard	35,542 00
Bodwell & Webster	*27,386 50
T. Sheridan	35,474 00
Class No. 3.—*Yellow pine timber.*	
R. H. Goff	3,640 00
G. A. Buckingham	3,120 00
Jos. Grice	4,100 00
S. P. Brown	*2,705 00
J. Bigler	3,340 00
D. Risley	2,920 00
F Zantzinger	6,520 00
W H. Baker	4,100 00
Miller & Zeigler	3,770 00
Class No. 5.—*Oak and hard wood timber*	
R. H. Goff	1,366 00
John Wendell	1,143 00
Shryock, Johnson & Co	931 80
Jos. Grice	2,344 00
S. B. Brown	1,326 00
L O. Southmayd	*832 20
Wilson & Rutherford	969 00
J. Bigler	1,064 00
F. Zantzinger	1,476 00
Class No. 6.—*White pine, spruce, &c., &c.*	
R. H. Goff	8,045 00
Lawrence & Buxton	7,490 00
G. A. Buckingham	8,260 50
Shryock, Johnson & Co	8,758 00
Jos. Grice	28,950 00
S. P. Brown	*7,139 00

* Accepted.

RHODES HOUSE OXFORD LIBRARY

ABSTRACT—Continued.

Names.	Aggregate.
No. 6—Continued.	
L. O. Southmayd	$10,686 00
W. W. Campbell	8,926 00
Rutherford Moody	†6,898 00
Class No. 7.—*Lime and hair.*	
R. H. Goff	1,735 00
John Wendell	1,490 50
G. A. Buckingham	1,553 00
G. C. Byrne	°1,245 00
John Murphy	1,439 50
S. P. Brown	1,618 30
Class No. 8.—*Cement.*	
R. H. Goff	4,600 00
M. W. Woodward	4,000 00
Henry Wilde	4,000 00
G. A. Buckingham	4,400 00
G. C. Byrne	3,920 00
John Murphy	°3,760 00
A. A. Denman	4,000 00
William Lang	4,400 00
Class No. 9.—*Gravel and sand.*	
G. A. Buckingham	17,272 50
T. W. Rollins	21,140 00
M. S. Smith	16,332 50
F. Commerford	°10,720 00
John Witherell	14,991 70
John A. Parise	12,056 00
James Collins	15,945 00
J. D. C. Cutwater	15,934 00
Class No. 10.—*Slate.*	
Samuel Caldwell	1,680 00
John Wendell	°1,153 80
P. L. Fox	1,560 00
Zeno Secor	1,280 00
William Lang	2,840 00
Class No. 11.—*Iron, iron spikes and nails.*	
Harvey & Adams	3,140 00
W. D. Kennedy	3,149 40
Sturdivant & Brother	3,911 90
A. L. Van Buren	4,708 75
John Wendell	°3,080 70
Thompson & Oudesluys	3,721 62
Zeno Secor	3,311 70
William Lang	3,088 75

° Accepted. † Received too late.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 12.—*Steel.*	
Harvey & Adams	$1,632 00
S. J. Jones	1,657 50
W. D. Kennedy	1,700 50
Sturdivant & Brother	1,835 00
John Wendell	*1,478 00
Zeno Secor	1,824 00
William Lang	1,666 00
Class No. 13.—*Pig iron.*	
Sturdivant & Brother	2,000 00
John Wendell	*1,187 50
M. S. Smith	1,325 00
Zeno Secor	1,200 00
William Lang	1,425 00
Class No. 14.—*Files.*	
Harvey & Adams	2,950 51
Delano & Co	3,117 41
G. B. Hubbell & Co	2,844 50
Sturdivant & Brother	3,668 15
A. L. Van Buren	3,500 78
J. C. Tucker & Co	3,846 79
James Lesley, jr	3,202 89
John Wendell	*2,666 78
William Lang	3,462 15
W. H Baker	3,811 09
Class No. 15.—*Paints, oils, &c.*	
Delano & Co	5,335 42
W. D. Kennedy	*4.355 90
Sturdivant & Brother	5,321 00
Valentine & Bissell	5,070 78
John Wendell	4,380 50
T & J. Hanson	4,829 49
William Lang	5,403 75
Class No. 16.—*Ship chandlery.*	
Delano & Co	2,766 15
W. D. Kennedy	2,465 76
Sturdivant & Brother	3,767 93
John Wendell	2,773 24
Zeno Secor	2,942 55
T. & J. Hanson	*2,439 95
Class No. 16½ —*Sperm oil.*	
W. D. Kennedy	3,285 00
Sturdivant & Brother	4,055 00
John Wendell	*3,185 00
T. & J. Hanson	3,610 00
William Lang	3,575 00

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 17.—*Hardware.*	
Delano & Co	$4,967 26
W. D. Kennedy	*4,626 71
Sturdivant & Brother	6,573 68
A. L. Van Buren	6,395 30
J. C. Tucker & Co	7,836 41
A. Herder	5,609 09
J. Lesley, jr	5,175 80
John Wendell	4,879 32
Neilson, Wardwell & Co	6,189 50
Class No. 18.—*Stationary.*	
J. A. H. Hasbrouck	*1,332 28
E. Jones & Co	1,544 52½
Samuel Baxter	1,551 47
John Cooke & Co	1,841 94
W. A. Wheeler	1,476 48
Class No. 20.—*Hay and straw.*	
John Wendell	1,550 00
G. A. Buckingham	1,580 00
Samuel Baxter	1,643 25
G. C. Byrne	1,600 80
J. A. H. Campbell	1,637 00
C. Spear	1,525 00
T. Mulligan	1,535 00
George Hanaman	*1,379 00
Walsh & Shipman	1,550 00
F. Zantzinger	3,125 00
Class No. 21.—*Provender.*	
John Wendell	2,968 00
G. A. Buckingham	2,998 00
Samuel Baxter	3,095 00
J. A. H. Campbell	3,213 00
C. Spear	2,987 00
T. Mulligan	†2,135 60
George Hanaman	2,947 00
Walsh & Shipman	*2,926 00
F. Zantzinger	6,520 00
Class No. 22.—*Charcoal.*	
W. D. Kennedy	700 00
Sturdivant & Bro	910 00
John Wendell, (by lot)	*577 50
Zeno Secor	577 50
F. Zantginger	1,330 00
Class No. 23.—*Belting, packing, and hose.*	
W. D. Kennedy	2,526 80
Sturdivant & Bro	2,974 30
John Wendell	*1,935 40

* Accepted. † Informal.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 23.—Continued.	
Henry Gilbert	$2,676 00
J. A. Higgins	5,048 50
Class No. 24.—*Copper.*	
Delano & Co	233 00
Sturdivant & Bro	240 00
John Wendell	*220 00
Thompson & Oudesluys	247 50
John A. Higgins	360 00
T. & J. Hanson	300 00
Class No. 25.—*Iron work and castings.*	
A. H. Vancleve	2,500 00
Merrick & Sons	2,400 00
H. Steel & Son	*1,990 00
Class No. 26.—*Machinery and tools.*	
John H. Lester	3,137 75
John Wendell	*2,252 00
Putnam Machine Company	2,947 00
Henry Schenck	2,406 04
Class No. 27.—*Augers.*	
Delano & Co	556 64
Sturdivant & Bro	732 46
John Wendell	*534 74
William Lang	796 03

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, PHILADELPHIA, UNDER ADVERTISEMENT DATED JULY 3, 1858.

Class No. 1.—*Bricks.*	
C. W. Clement	*$700 00
James Lesley, jr.	878 00
J. Evans	770 00
R. McCay, jr.	776 00
J. Powell	770 00
P. J. Field	747 60
Class No. 2.—*Stone.*	
E. C. Sargent	356 00
J. Powell	138 00
P. J. Field	*129 70
Class No. 3.—*Yellow pine timber.*	
Lawrence & Buxton	2,241 84
H. N. Easby	2,319 15

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 3—Continued.	
J. F. Argyle	$2,705 67½
T. Mosher	2,067 90
D. Risley	°2,009 93
D. S Grice	2,705 67
J. Powell	2,067 90
F. Zantzinger	7,300 00
W. S. Doughten	2,280 49
Miller & Zeigler	2,958 49
Class No. 4.—*Yellow pine lumber.*	
Lawrence & Buxton	1,429 00
H. N. Easby	1,749 00
J. F. Argyle	1,613 85
T. Mosher	1,302 80
Shryock, Johnson & Co.	1,659 90
D. Risley	°1,207 20
D. S Grice	1,424 00
J. Powell	1,345 52
F. Zantginger	3,895 00
W. S. Doughten	1,464 50
Miller & Zeigler	†860 00
Class No. 5.—*White oak and hard wood.*	
W. M. Shakespear	7,627 68
Lawrence & Buxton	9,943 58
H. N. Easby	10,028 58
J. F. Argyle	7,964 97
T. Mosher	8,339 65
W. S. McCallister	7,099 50
Shryock, Johnson & Co.	7,192 06
D. S. Grice	6,303 43
John Brown	7,522 48
J. Powell	°5,655 96
F. Zantzinger	12,698 44
Class No. 6.—*White pine timber.*	
Lawrence & Buxton	2,247 46
Bigler & Wilt	°1,509 13
H N. Easby	1,944 27
T. Mosher	1,979 23
W. S. McCallister	1,561 15
Shryock, Johnson & Co	1,828 07
D. S. Grice	1,859 74
Wilson & Rutherford	1,912 17
J. Powell	1,769 23
F. Zantzinger	5,917 28
W. S. Doughten	1,797 17
Class No. 7.—*Lime.*	
J W Earley	87 50
C. W. Clement	°73 50
C. & M. Gault	105 00

° Accepted. † Received too late.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 7—Continued.	
D. S. Grice	$157 50
J. Powell	83 12
P. J. Field	82 25
Class No. 8.—*Cement.*	
John Wendell	8 75
C. W. Clement	11 25
J. Lesley, jr	9 50
Sturdivant & Brother	20 00
Thompson & Oudesluys	*7 25
P. J. Field	9 00
Class No. 9.—*Gravel and sand.*	
J. W. Earley	147 00
C. W. Clement	135 00
J. Lesley, jr., (by lot)	*135 00
J. Powell	149 50
P. J. Field	145 75
Class No. 10.—*Slate.*	
John Wendell	180 00
J. Lesley, jr	252 00
D. Conway	216 00
P. L. Fox	*162 00
P. J. Field	196 20
Class No. 11.—*Iron, iron nails and spikes.*	
John Wendell	997 67
J. Lesley, jr	907 26
J. B. Baxter, jr	1,023 87
Sturdivant & Brother	1,232 55
Archer & Co	937 12½
J. L. Savage	924 64
Thompson & Oudesluys	1,086 99
William Lang	*906 82½
Handy & Brenner	974 84
P. J. Field	950 38
Class No. 12.—*Steel.*	
John Wendell	853 00
J. Lesley, jr	903 50
J. B. Baxter, jr	850 50
Sturdivant & Brother	1,018 00
J. L. Savage	803 00
William Lang	838 00
J. A. Higgins	1,375 00
Handy & Brenner	*717 00
P. J. Field	893 50

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 14.—*Files.*	
John Wendell	$1,028 40
J. Lesley, jr	972 75
J. B. Baxter, jr	1,008 96
Sturdivant & Brother	1,155 30
G. B. Hubbell & Co	*888 43
J. L. Savage	966 15
W. S. McCallister	1,086 00
William Lang	1,118 40
James Law	1,184 41
Handy & Brenner	1,016 30
P. J. Field	956 50
CLASS No. 15.—*Paints, oils, &c.*	
John Wendell	2,108 38
J. H Sprague	*1,867 25
Sturdivant & Brother	2,239 20
W. D. Kennedy	1,901 33
William Harris	2,225 95
CLASS No. 16.—*Ship chandlery.*	
John Wendell	4,662 60
Sturdivant & Brother	4,960 40
W. D. Kennedy	*3,956 54
William Lang	5,130 19
J. C. Miller	5,880 27
CLASS No. 16½.—*Sperm oil.*	
John Wendell	*340 55
J. Lesley, jr	379 75
Sturdivant & Brother	465 50
G A. & E. A. Landell	367 50
W. D. Kennedy	343 00
William Harris	490 00
Z. M. P. King	341 77
William Lang	367 50
J. C. Miller	379 65
P. J. Field	343 00
CLASS No. 17.—*Hardware.*	
John Wendell	1,621 60
A. A. Herder	1,872 08
J. Lesley, jr	1,439 91
J. B. Baxter, jr	1,583 19
Sturdivant & Brother	2,281 70
Handy & Brenner	*1,434 84
P. J. Field	1,494 30
CLASS No. 18.—*Stationery.*	
J. Lesley, jr	1,045 00
William Rice	1,412 90

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 18.—*Stationery*—Continued.	
W. A. Wheeler	*$920 29
W. H. Maurice	1,003 27
CLASS No. 19.—*Firewood.*	
John Wendell	2,812 50
J. W. Earley	2,475 00
J. Lesley, jr	2,241 00
J. B. Baxter, jr	2,227 50
Sturdivant & Bro	3,660 00
J. F. Argyle	2,700 00
John Sherry	2,191 50
T. Mosher	2,313 00
W. S. McCallister	*1,980 00
E. B. Risley	2,128 50
J. Powell	2,250 00
F. Zantzinger	4,050 00
W. S. Doughten	2,205 00
P. J. Field	2,227 50
CLASS No 20.—*Hay and straw.*	
Morris & McCulley	663 00
James Clement	649 00
C. W. Zimmerman	730 00
C. L Hughes	656 00
Z. M. P. King	641 00
A. H. Vancleve	*574 50
George Hannaman	674 30
J. Powell	611 00
F. Zantzinger	1,750 00
W. S. Doughten	634 50
P. J. Field	648 00
CLASS No. 21.—*Provender.*	
Morris and McCulley	706 70
Jos. Clement	812 60
S. Fagan	733 20
C. W. Zimmerman	782 95
C. L. Hughes	819 30
Z. M. P. King	817 50
W. S. McCallister	818 85
George Hannaman	777 17
F. Zantzinger	1,296 00
W. S. Doughten	812 45
P. J. Field	915 48
CLASS No. 22.—*Charcoal.*	
Morris & McCulley	58 00
J. Lesley, jr	55 00
J. B. Baxter, jr	*50 00
Sturdivant & Bro	200 00
Z. M. P. King	55 00
W. S. McCallister	62 00

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 22 —*Charcoal*—Continued.	
J. C. Miller	$50 00
F. Zantzinger	175 00
P. J. Field	54 00
CLASS No. 23.—*Belting, packing, and hose.*	
John Wendell	1,624 60
J. B Baxter, jr	1,498 10
Billington & Emery	1,561 80
Sturdivant & Bro	2,434 00
J R. Pugh	°1,362 20
W. D. Kennedy	1,651 50
J L. Savage	1,393 50
Thompson & Oudesluys	1,642 70
J C. Miller	1,777 50
J. A. Higgins	3,440 00
P. J. Field	1,556 00
CLASS No. 27.—*Augers*	
John Wendell	672 50
J. Lesley, jr	693 65
J. B. Baxter, jr	686 19
Sturdivant & Bro	1,030 00
Delano & Chichester	702 99
J. A. Higgins	1,021 00
Handy & Brenner	°648 83
R. J. Field	662 80
CLASS No. 28.—*Iron floats.*	
Merrick & Sons	°10,080 00
P. J. Deily	10,920 00
A. H. Vancleve	11,550 00
Thompson & Oudesluys	10,080 00
Murray & Hazlehurst	12,390 00
J. Murphy & Co	10,920 00
Reany, Neafie & Co	10,500 00
Wm. Easby	10,836 00

OFFERS FOR ANNUAL SUPPLIES FOR NAVAL ASYLUM, PHILADELPHIA, UNDER ADVERTISEMENT DATED JULY 3, 1858

CLASS No. 1.—*Clothing.*	
W. Matthews	°$3,570 50
A. Robeno jr	3,761 50
J. H. Rea & Co	3,923 50
Z. M. P. King	3,694 50
CLASS No. 2.—*Hats, boots, and shoes.*	
W. Muldoon	°1,008 00

° Accepted. † Informal.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 3.—*Provisions.*	
C. Heishley	$7,013 70
John Sherry	†38 96
G. and A. Scheidt	7,042 50
J. Zoun	6,855 00
J. Cassidy	7,796 00
A. Ashworth	5,974 50
Shuster & Boreaf	°5,969 50
Class No. 4.—*Groceries.*	
C. Heishley	4,935 50
W. C. Stevenson	4,633 50
W. L. Maddock	4,490 50
Z. M. P. King	°4,321 50
S. Fagan	4,561 65
J. McGlency	4,721 15
Class No. 5.—*Dry goods.*	
W. Matthews	°466 50
A. Robeno, jr	741 00
W. L. Maddock	560 00
Z. M. P. King	488 10
Noblet, Brown & Noblet	564 20
Class No. 6.—*Bread, &c.*	
C. Heishley	1,495 00
Joseph Peters	°970 00
Class No. 7.—*Tobacco.*	
W. C. Stevenson	625 00
Z. M. P. King	606 25
W. L. Maddock	606 00
S. Fagan	°575 00
J. Lesley, jr	700 00
Class No. 8.—*Miscellaneous.*	
J. B. Baxter, jr	220 15
W. L. Maddock	156 90
S. Fagan	149 43½
J. Lesley, jr	°133 84
Class No. 9.—*Hardware.*	
J. B. Baxter, jr	109 85
W. L. Maddock	180 16
J. Lesley, jr	92 29
A. A. Herder	167 80
P. J. Field	°89 40
Class No. 11.—*Paints, oils, &c.*	
W L. Maddock	132 50

° Accepted. † Informal.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 11.—Continued.	
Z. M. P. King	*$87 75
J. Lesley, jr	98 55
J. H. Sprague	92 70
CLASS No. 14.—*Lumber.*	
W. S. McCallister	212 90
W. L. Maddock	241 00
D. S. Grice	*212 50

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, WASHINGTON, UNDER ADVERTISEMENT DATED JULY 3, 1858.

CLASS No. 1.—*Bricks.*	
John Van Riswick	10,649 00
Cyrus Gault	11,464 50
Thompson & Oudesluys	15,786 00
A. & I. A. Richards	*10,040 50
CLASS No. 2.—*Stone.*	
Nicholas Acker	2,627 20
C. & M. Gault	*2,105 00
Silsby & Ridgely	2,328 00
M. G. Emery	3,327 20
E. C. Sargent	4,850 00
CLASS No. 3.—*Yellow pine timber.*	
F. Zantzinger	10,709 37
Horatio Nater	8,192 46
E. Pickrell	4,761 23
T. Mosher	4,571 12
D. Risley	5,352 12
W. White	7,045 00
S. P. Brown	*3,626 63
D. S. Grice	3,825 56
J. F. Argyle	5,422 87
H. N. Easby	4,455 20
Lawrence & Buxton	4,923 00
M. H. Baker	6,349 75
CLASS No. 4.—*Yellow pine lumber.*	
F. Zantzinger	1,200 00
Horatio Nater	960 00
E. Pickrell	768 00
T. Mosher	*590 00
Coyle & Bro.	740 00
D. Risley	600 00
S. P. Brown	660 00
D. S. Grice	900 00
H. N. Easby	600 00

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 5.—*Oak and hard wood, &c.*	
F Zantzinger	$100 00
E Pickrell	°7 00
T. Mosher	18 00
D. S. Grice	19 00
CLASS No. 6.—*White pine, spruce, juniper, and cypress.*	
F. Zantzinger	11,819 58
Horatio Nater	6,555 88
E. Pickrell	5,874 14
T. Mosher	5,773 73
Coyle & Bro	6,086 91
S P. Brown	5,984 20
D. S. Grice	6,450 20
Bigler & Wilt	°5,665 47
A. D. Miller	9,016 62
H. N. Easby	5,917 36
Lawrence & Buxton	6,432 49
CLASS No. 7.—*Lime and hair.*	
E. M. Chapin	1,410 00
F. Zantzinger	2,025 00
Horatio Nater	1,635 00
W. Lang	1,950 00
G. C. Byrne	1,695 00
S. P. Brown	1,410 00
J. Sleeder & Son	3,375 00
W. H. Godey	1,500 00
Crane & Thomson	1,500 00
L. P. Hoover	°1,350 00
W. P. Drury	1,800 00
CLASS No. 8.—*Cement.*	
E. M. Chapin	1,400 00
M. W. Woodward	1,040 00
A. A Denman	920 00
F. Zantzinger	1,800 00
C. & M Gault	1,240 00
W. Lang	1,120 00
G C. Byrne	1,000 00
Thompson & Oudesluys	1,104 00
S. P. Brown	1,096 00
Henry Wilde	°880 00
A. D. Miller	1,400 00
W. B. Drury	1,080 00
CLASS No. 9.—*Gravel and sand.*	
F. Zantzinger	5,604 00
T. Mosher	1,981 10
P. Otterback, jr	°1,914 70
W. P. Drury	2,233 70

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 11.—*Iron, iron nails, and spikes.*	
Harvey & Adams	$1,023 82
E. Wheeler	1,179 95
T. B. Entwistle & Co	1,173 20
J. L. Savage	[o]1,000 07
W. Lang	1,135 36
Thompson & Oudesluys	1,223 95
Sturdivant & Bro	1,343 70
Jno. Wendell	1,116 78
Archer & Co	1,122 40
CLASS No. 12.—*Steel.*	
Harvey & Adams	1,061 00
E. Wheeler	1,105 50
J. L. Savage	[o]1,016 50
W. Lang	1,066 00
Sturdivant & Bro	1,126 50
Jno. Wendell	1,103 00
CLASS No. 13.—*Pig iron.*	
Harvey & Adams	4,500 00
Horatio Nater	5,473 50
E. Wheeler	5,250 00
J. L. Savage	[o]3,525 00
W. Lang	4,050 00
Thompson & Oudesluys	3,711 00
Sturdivant & Bro	6,000 00
Townsend & Bros	6,750 00
H. N. Easby	3,975 00
Jno. Wendell	5,100 00
J. G. Russell	4,155 00
CLASS No. 14.—*Files*	
Harvey & Adams	1,338 83½
J. D. Bonts	[o]1,145 75
E. Wheeler	1,592 62
J. L. Savage	1,159 51
Sturdivant & Bro	1,383 00
L. P. Hoover	1,206 56
CLASS No. 15.—*Paints, oils, &c.*	
E. M. Chapin	4,663 02
G. E. Kirke	4,201 48
W. D. Kennedy	3,804 08
Sturdivant & Bro	3,804 82
John Wendell	[o]3,790 71
CLASS No. 16.—*Ship chandlery.*	
Harvey & Adams	[o]1,993 05
Kirk & Wheeler	2,390 01
J. L. Savage	2,000 58
Z. M. P. King	2,165 57
Sturdivant & Bro	2,523 90
John Wendell	2,248 30

[o] Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 16½.—*Sperm oil.*	
E. M. Chapin	$867 30
W. D. Kennedy	710 50
W. Lang	784 00
Z. M. P. King	°690 00
Sturdivant & Bro	906 50
A. D. Miller	735 00
John Wendell	695 80
CLASS No. 17.—*Hardware.*	
Harvey & Adams	°2,991 57½
E. Wheeler	3,685 54
J. L. Savage	3,333 38
A. Herder	4,622 32
Sturdivant & Bro	4,622 10
John Wendell	3,469 78
CLASS No. 18.—*Stationery.*	
Blanchard & Mohun	°580 20
W. A. Wheeler	671 40
CLASS No. 19.—*Firewood.*	
E. M. Chapin	820 90
Magruder & Stone	895 00
F. Zantzinger	1,470 00
Horatio Nater	1,156 00
E. Wheeler	1,007 70
T. Mosher	835 00
P. Otterback, jr	°770 00
J. F. Argyle	1,210 00
CLASS No. 20.—*Hay and straw.*	
E. M. Chapin	843 00
Magruder & Stone	698 10
G. B. Clark	795 00
W. Barnes	715 50
F. Zantzinger	1,170 00
Horatio Nater	816 48
E. F. Queen	645 00
N. W. Burchell	°601 50
T. Mosher	711 00
P. Otterback, jr	633 00
G. C. Byrne	722 40
W. H. Edes	651 00
S. P. Brown	738 00
CLASS No. 21.—*Provender.*	
E. M. Chapin	1,024 80
Magruder & Stone	1,008 00
J. L. Moore	988 80
A. B. Clark	969 00
F. Zantzinger	1,389 00

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 21.—*Provender*—Continued.	
J. D. Bonts	$1,020 00
Horatio Nater	1,026 00
T. Mosher	906 00
P. Otterback, jr	806 40
W. H. Edes	°800 40
Z. M. P. King	928 20
CLASS No. 22.—*Charcoal.*	
E. M. Chapin	2,145 00
W. T. Clark	°1,400 85
J. L. Moore	1,815 00
Connelly & Carpenter	†1,443 75
F. Zantzinger	4,950 00
Harvey & Adams	1,567 50
J. D. Bonts	1,650 00
T. Mosher	1,550 00
Magee & Decker	†1,402 50
Sturdivant & Bro	4,950 00
CLASS No. 23.—*Belting, packing, and hose.*	
Harvey & Adams	2,299 00
N. W. Burchell	2,075 25
J. L. Savage	°1,632 25
Thompson & Oudesluys	2,165 00
J. A. Higgins	4,268 75
Sturdivant & Bro	2,206 50
John Wendell	1,835 00
J. R. Pugh	1,834 50

OFFERS FOR ANNUAL SUPPLIES FOR NAVY YARD, NORFOLK, UNDER ADVERTISEMENT DATED JULY 3, 1858.

CLASS No. 1.—*Bricks.*	
Cyrus Gault	4,760 00
J. A. Higgins	5,505 00
George C. Byrne	5,000 00
F. Zantzinger	5,099 20
J. Bigler	5,015 00
John Murphy	4,455 00
Thompson & Oudesluys	8,222 50
J. P. Reynolds	°4,250 00
S. P. Brown	4,938 00
CLASS No. 2.—*Stone.*	
C. & M. Gault	2,231 25
F. Zantzinger	2,625 00
Pierce & Bowe	2,362 50
E. C. Sargent	2,756 25
A. D. McClenahan, Son & Co.	°1,811 25
C. S. Breed	2,047 50
Joseph Westcott	1,837 50

° Accepted. † Informal.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 3.—*Yellow pine timber.*†	
J. F. Argyle	$4,441 36
D. Risley	4,441 36
D. S. Grice	5,854 52
R. B. Knight	3,028 20
W. White	3,028 20
J. N. McAlpine	3,431 96
Class No 4.—*Yellow pine lumber.*	
Peters & Reed	32 00
J. F. Argyle	35 20
S. Marsh	40 00
Mellen & Santos	40 00
F. Zantzinger	160 00
D. S. Grice	72 00
John E. Tunis, (by lot)	*32 00
Class No. 6.—*White pine timber and lumber.*	
Peters & Reed	*1,304 00
S. Marsh	1,394 00
Mellen & Santos	1,401 00
F. Zantzinger	1,501 50
J. Bigler	1,422 00
A. D. Miller	3,150 00
D. S. Grice	1,453 00
Bigler & Wilt	1,788 50
S. P. Brown	1,703 00
J. E. Tunis	1,356 00
Class No. 7.—*Lime.*	
C. & M. Gault	1,440 00
John A. Higgins	1,500 00
Peters & Reed	1,164 00
Mellen & Santos	1,260 00
G. C. Byrne	1,500 00
F. Zantzinger	1,176 00
W. Lang	1,320 00
H. V. Niemeyer	1,420 00
S. P. Brown	*1,092 00
J. E. Tunis	1,300 00
Class No. 8.—*Cement.*	
C. & M. Gault	1,560 00
J. A Higgins	3,000 00
Peters & Reed	1,740 00
Henry Wilde	1,380 00
Mellen & Santos	1,800 00
G. C. Byrne	1,560 00
F. Zantzinger	2,400 00
W. Lang	1,620 00
A. A. Denman	1,440 00

* Accepted. † Class No. 3 not required.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 8.—*Cement*—Continued.	
John Murphy	*$1,260 00
A. D. Miller	2,100 00
H. V. Niemeyer	1,668 00
Thompson & Oudesluys	1,632 00
M. W. Woodward	1,500 00
S. P. Brown	1,596 00
J. E. Tunis	1,600 00
CLASS No. 9.—*Sand.*	
J. A. Higgins	3,900 00
C. H. Whitehurst	*1,834 00
Peters & Reed	1,860 00
F. Zantzinger	3,590 00
J. Bigler	2,180 00
S. Patterson	2,200 00
CLASS No. 11.—*Iron, iron nails, &c.*	
Sturdivant & Bro	2,171 50
J. A. Higgins	1,525 00
John Wendell	1,304 50
Griffith & Wilson	1,683 00
Archer & Co	1,493 50
Allen, Rose & Capps	1,598 50
W. Lang	*1,273 00
Thompson & Oudesluys	1,781 50
J. L. Savage	1,277 65
CLASS No. 12.—*Steel.*	
Sturdivant & Bro	920 00
J. A. Higgins	920 00
John Wendell	*702 00
Tabb & Moore	803 50
S. J. Jones	762 50
Allen, Rose & Capps	734 00
W. Lang	766 00
J. L. Savage	703 75
CLASS No. 14.—*Files.*	
Sturdivant & Bro	2,223 00
John Wendell	1,615 85
Griffith & Wilson	1,888 90
Tabb & Moore	*1,431 09
Allen, Rose & Capps	1,772 05
W. Lang	2,275 40
G. B. Hubbell & Co	1,901 11
James Law	2,112 46
CLASS No. 15—*Paints, oils, &c.*	
V. B. Bishop	1,748 50
Sturdivant & Bro	*1,040 00
J. A. Higgins	2,094 50

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 15.—*Paints, oils, &c.*—Continued.	
John Wendell	$1,470 50
W. Lang	1,510 00
W. D. Kennedy	1,203 25
CLASS No. 16.—*Ship chandlery.*	
Sturdivant & Brother	2,480 00
J. A. Higgins	2,371 00
John Wendell	1,991 45
Griffith & Wilson	2,139 00
Tabb & Moore	2,348 55
Allen, Rose & Capps	°1,833 81
CLASS No. 16½.—*Sperm oil.*	
Sturdivant & Brother	1,700 00
J. A. Higgins	2,200 00
John Wendell	°1,390 00
J. A. Green	1,520 00
W. Lang	1,499 00
W. D. Kennedy	1,480 00
A. D. Miller	1,500 00
CLASS No 17.—*Hardware.*	
Sturdivant & Brother	3,025 60
J. A. Higgins	2,401 86
John Wendell	1,639 12
Griffith & Wilson	1,541 73
Tabb & Moore	°1,479 05
Allen, Rose & Capps	1,539 35
A. Herder	3,063 96
CLASS No. 18.—*Stationery.*	
W. P. Griffith	527 45
W. A. Wheeler	°487 95
CLASS No. 19.—*Augers and centre bits.*	
Sturdivant & Brother	168 30
J. A. Higgins	164 72
Griffith & Wilson	209 94
Tabb & Moore	185 75
Allen, Rose & Capps	°161 44
CLASS No. 20.—*Hay and straw.*	
N. W. Burchell	1,545 00
Jones & Co	1,503 00
J. A. Higgins	1,935 00
C. H. Whitehurst	1,557 00
Peters & Reed	1,560 00
C. W. Young	1,795 50
F. Zantzinger	1,870 50

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 20.—*Hay and straw*—Continued.	
J. Bigler	$1,620 00
H. V. Niemeyer	1,527 00
S. P. Brown	°1,398 00
J. E. Tunis	1,740 00
CLASS No. 21.—*Provender.*	
N. W. Burchell	4,392 00
V. B. Bishop	3,920 00
Jones & Co	3,600 00
J. A. Higgins	3,320 00
C. H. Whitehurst	4,080 00
Peters & Reed	4,120 00
C. W. Young	4,280 00
F. Zantzinger	6,600 00
J. Bigler, (by lot)	°3,320 00
H. V. Niemeyer	4,720 00
CLASS No. 22.—*Charcoal.*	
Sturdivant & Brother	1,050 00
J. A. Higgins	805 00
John Wendell	612 50
J. C. Neville	577 50
Allen, Rose & Capps	612 50
G. W. Johnson	556 50
Joseph Hobday	°516 25
F. Zantzinger	1,050 00
J. L. Savage	595 00
J. E. Tunis	1,750 00
CLASS No. 25.—*Pig iron.*	
Sturdivant & Brother	°1,200 00
J. A. Higgins	1,335 00
John Wendell	1,410 00
Tabb & Moore	1,560 00
W. H. Townsend & Co	1,350 00
Allen, Rose & Capps	1,500 00
F. Zantzinger	1,500 00
W. Lang	2,070 00
Thompson & Oudeslnys	1,455 00
J. L. Savage	1,590 00
CLASS No. 26.—*Iron roof.*	
P. P. Deily	17,313 00
Poole & Hunt	17,250 00
Merrick & Sons	17,000 00
Julius Kroehl	17,995 00
F. W. Parmenter	17,875 00
A. H. Vancleve	°14,000 00
William Adams & Co	20,681 00

° Accepted.

ABSTRACT—Continued.

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD, PENSACOLA, UNDER ADVERTISEMENT DATED JULY 3, 1858.

Names.	Aggregate.
CLASS No. 1.—*Bricks.*	
J. & J. Abercrombie	*$9,663 40
John Wendell	11,619 90
H. Slabeck	10,794 84
Mary B. Dallas	10,687 00
G. C. Byrne	9,857 00
J Murphy	12,232 00
Jackson Morton	10,403 00
CLASS No. 2.—*Granite.*	
Pierce & Rowe	*6,871 84
Enoch Swett	9,754 68
Bodwell & Webster	6,904 70
Joseph Westcott	7,690 04
Seward & Packard	8,794 80
C. S. Breed	6,928 20
J. B. Sumwalt	13,512 56
T. Hollis, jr	8,797 68
CLASS No. 3.—*Yellow pine timber.*	
Wm. Judge	13,015 24
S. H. Wright	*7,116 80
Lawrence & Buxton	9,527 60
J. F. Argyle	12,490 17
W. H. Baker	8,170 96
J. K. Mims	9,768 69
Jackson Morton	13,626 80
C. P. Knapp	8,797 68
CLASS No. 4.—*Yellow pine lumber.*	
Wm. Judge	6,804 68
S. H. Wright	5,797 53
Lawrence & Buxton	7,233 19
J. F. Argyle	13,542 73
W. H. Baker	7,383 28
Sherrod L. Hart	6,197 39
W. Miller	8,701 94
Jackson Morton	*5,594 94
C. P. Knapp	5,684 80
CLASS No. 5.—*Hard wood, timber, &c.*	
A. L. Avery	2,405 00
John Wendell	1,758 50
Bigler & Wilt	1,660 00
Lawrence & Buxton	*1,632 50
W. E. Anderson	2,552 00
C. P. Knapp	2,220 50

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 6.—*White pine, juniper, cedar, and cypress timber and lumber.*	
A. L. Avery	$3,398 65
Lawrence & Buxton	°2,866 00
F. Zantzinger	4,923 00
W. E. Anderson	3,525 50
C P. Knapp	3,347 50
S. P. Brown	2,983 00
CLASS No. 7.—*Lime.*	
A. L. Avery	2,086 38
John Wendell	1,869 30
G. C. Byrne	1,809 00
J. B. Todd	2,653 20
F. Zantzinger	3,015 00
W. Lang	1,664 28
C. P. Knapp	1,535 74
S. P. Brown	°1,495 44
CLASS No. 8.—*Cement.*	
A. L. Avery	4,200 00
John Wendell	3,980 00
H. Wilde	3,500 00
G. C. Byrne	5,000 00
John Murphy	3,400 00
F. Zantzinger	5,500 00
W. Lang	°2,800 00
A. A. Denman	2,840 00
C. P. Knapp	3,800 00
S. P. Brown	3,000 00
CLASS No. 9.—*Clay and sand.*	
A. L. Avery	1,070 00
John Wendell	1,580 00
F Zantzinger	1,540 00
Jackson Marton	°1,060 00
Ira Smith	1,170 00
C. P. Knapp	1,570 00
CLASS No. 10.—*Slate.*	
A. L. Avery	5,200 00
D. Conway	4,720 00
John Wendell	3,960 00
C & M. Gault	4,000 00
W. Lang	7,200 00
P. L. Fox	°3,200 00
J. B. Todd	4,700 00
CLASS No. 11.—*Iron, iron nails and spikes.*	
A. L. Avery	3,706 00
Sturdivant & Bro	4,490 00
John Wendell	°3,074 75

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
Class No. 11.—*Iron, &c.*—Continued.	
Archer & Co	$3,310 75
W. Lang	3,812 75
C. P. Knapp	5,151 00
Class No. 12.—*Steel.*	
A. L. Avery	240 00
Sturdivant & Bro	534 00
John Wendell	°203 00
W. Lang	234 00
C. P. Knapp	228 00
Neilson, Wardwell & Co	216 00
Class No. 13.—*Pig iron.*	
A. L. Avery	800 00
Sturdivant & Bro	°680 00
John Wendell	738 00
J. B Todd	750 00
W. Lang	1,300 00
J. G. Russell	714 00
C. P. Knapp	900 00
Class No. 14.—*Files.*	
A. L. Avery	1,007 00
Sturdivant & Bro	861 00
John Wendell	°734 70
C. P. Knapp	1,007 50
Neilson, Wardwell & Co	792 00
Class No. 15.—*Paints, oils, &c.*	
A. L. Avery	2,636 00
Sturdivant & Bro	2,248 29
John Wendell	°1,907 22
J. B. Todd	2,011 11
C. P. Knapp	2,380 36
Neilson, Wardwell & Co	2,097 63
Class No. 16.—*Ship chandlery.*	
A. L. Avery	4,000 25
Sturdivant & Bro	5,115 45
John Wendell	4,058 47
J. B. Todd	°3,750 96
C. P. Knapp	4,608 75
Neilson, Wardwell & Co	3,979 62
Class No. 16½.—*Sperm oil.*	
A L. Avery	1,426 80
Sturdivant & Bro	1,640 00
John Wendell	1,221 80
J. B. Todd	°1,139 80
W. Lang	1,353 00
C. P. Knapp	1,377 60

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 17.—*Hardware.*	
A. L. Avery	$2,685 40
Sturdivant & Bro	2,837 75
John Wendell	°2,555 50
A. Herder	2,850 95
Neilson, Wardwell & Co	2,669 47
J. B. Todd	3,120 85
CLASS No. 18.—*Stationery.*	
A. L. Avery	1,176 10
A. D. Spottswood & Co	1,039 92
Middleton & McMaster	1,165 10
W. A. Wheeler	°873 75
C. P. Knapp	1,733 00
CLASS No. 19.—*Firewood.*	
A. L. Avery	4,080 00
J. Mitchell	4,850 00
J. R. Brooks	2,791 80
W. H. Baker	°2,595 00
C. P. Knapp	2,813 60
CLASS No. 20.—*Hay.*	
A. L. Avery	1,680 00
Baker & Jenkins	1,411 20
Pierce & Rowe	1,400 00
W. H. Baker	1,433 60
G. C. Byrne, (by lot)	°1,400 00
J. B. Todd	1,680 00
F. Zantzinger	3,360 00
C. P. Knapp	1,456 00
S. P. Brown	1,568 00
CLASS No. 21.—*Provender.*	
A. L. Avery	2,820 00
Baker & Jenkins	°2,026 87
W. H. Baker	3,360 00
J. B. Todd	2,230 00
F. Zantzinger	4,310 00
C. P. Knapp	2,080 00
CLASS No. 22.—*Charcoal.*	
A. L. Avery	240 00
Sturdivant & Bro	400 00
W. H. Baker	240 00
G. H. O'Neal, (by lot)	°184 00
F. Zantzinger	320 00
C. P. Knapp	184 00
CLASS No. 23.—*Belting, packing, &c.*	
A. L. Avery	4,796 00
Sturdivant & Bro	°1,782 50

° Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 23.—*Belting, &c.*—Continued.	
John Wendell	$3,722 00
G. H. O'Neal	2,257 40
C. P. Knapp	2,721 00
CLASS No. 25.—*Iron castings.*	
A. L. Avery	400 00
C. P. Knapp	©337 50
CLASS No. 26.—*Augers.*	
A. L. Avery	240 00
Sturdivant & Bro	200 00
John Wendell	170 00
G. H. O'Neal	160 00
J. B. Todd	310 00
C. P. Knapp	©140 00

OFFERS FOR ANNUAL SUPPLIES FOR THE NAVY YARD AT MARE ISLAND, UNDER ADVERTISEMENT DATED AUGUST 7, 1858.

CLASS No. 1.—*Bricks.*	
F. T. Maynard	†$31,860 00
Weller, Walkup & Foreman	†32,450 00
A. McPherson	©35,105 00
Lloyd Tevis	41,300 00
George D. Nagle	44,250 00
CLASS No. 2.—*Stone.*	
Wm. Neagle	†29,516 88
A. H. Bryant	†34,107 17
C. B. Grant	©41,851 54
A. J. Binney	72,256 45
Richard Chenery	76,896 86
CLASS No. 3.—*Oregon pine timber.*	
J. W. W. McKay	†9,479 95
John Todd	†10,658 70
L. Balch	©11,545 29
Joseph Galloway	14,053 92
CLASS No. 4.—*Oregon pine lumber.*	
J. W. W. McKay	†9,740 43
John Todd	†10,626 11
L. Balch	©11,310 67
Joseph Galloway	17,964 29
CLASS No. 6.—*White pine and red wood.*	
John Todd	†1,668 45
L. Balch	©1,882 02
Jos. Galloway	3,593 31

© Accepted. † Failed to contract.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 7.—*Lime—Santa Cruz.*	
Samuel Adams	*$4,005 30
R. C. Page	4,147 50
Such & Davis	4,147 50
Davis & Jordan	5,095 50
J. H. Sullivan	6,517 50
CLASS No. 8.—*Cement.*	
George D. Nagle	*7,776 00
J. R. Garniss	10,080 00
J. H. Sullivan & W. B. Carr	12,960 00
CLASS No. 9.—*Sand.*	
John Fisher & E. C Brock	†2,779 00
Marvin Tift	3,076 75
J. F. Houghton	3,414 20
CLASS No. 10.—*Slate.*	
James Gallagher	†12,160 00
CLASS No. 11.—*Iron spikes and nails.*	
Johnson & Gibbs	*3,676 12
T. H. Selby & Co	3,831 12
Conroy & O'Conner	3,864 20
Rockwell, Coye & Co	4,098 00
CLASS No. 12.—*Steel.*	
T. H. Selby & Co	*451 80
Johnson & Gibbs	470 72
Rockwell, Coye & Co	503 58
Cowroy & O'Conner	510 00
Treadwell & Co	569 07
CLASS No. 14.—*Files.*	
Treadwell & Co	*515 82
Rockwell & Coye	636 75
CLASS No. 15.—*Paints, oils, &c.*	
J. W. Owens	*3,307 20
Oliver & Buckley	3,320 89
John Sickles	3,321 63
Cameron, Whitler & Co	3,563 06
W. S. Higgins	3,632 28
J. R. West	4,227 39

* Accepted. † No contract made.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 16.—*Ship Chandlery.*	
J. A. Webster	†$2,489 57
J. W. Owens	°2,714 57
Tufts & Co	2,707 92
John Sickles	3,431 10
CLASS No. 17.—*Hardware.*	
Rockwell, Coye & Co	°8,181 50
Treadwell & Co	8,842 38
A. P. Phipps	9,588 50
CLASS No. 18.—*Stationery.*	
G. A. Van Bokkelen	°325 20
J. J. Lecount	358 00
Jos. R. West	684 25
CLASS No. 19.—*Firewood.*	
R. H. Bacon	°5,890 50
J. F. Houghton	6,026 16
W. L. Broomley	6,604 50
A. Powell	6,783 00
CLASS No. 21.—*Provender.*	
G. T. Marye	°2,240 00
A. H. Titcomb	2,298 72
J. F. Houghton	2,460 00
J. D. Hewes	2,681 28
J. L. Chamblin	2,912 00
P. A. Chasal	2,920 00
F. O. Wakeman	3,136 00
CLASS No. 22.—*Coal.*	
George C. Johnson & Co	4,250 00
C. M. Fields, (by lot)	°4,250 00
L. L. Lawrence	4,675 00
Gas.	
Wethered & Tiffany	°8,940 00
Ira P. Rankin	9,850 00
I M. Merrill	12,979 00
W. W. Beggs	15,550 00
W. W. Beggs	22,175 00
W. B. Carr & J L. Howard	22,370 00

°Accepted. †Failed to contract.

ABSTRACT—Continued.

OFFERS FOR EXCAVATION AND PILING FOR FOUNDATION OF MARINE BARRACKS AT NAVY-YARD, BROOKLYN, UNDER ADVERTISEMENT DATED JUNE 10, 1858.

Names.	Aggregate.
James Collins	°$7,400 00
F. Pigeon	9,400 00
H. & J. Sloat	10,500 00
F. A. Gibbons & Sons	23,000 00
T. M. Ferguson	12,700 00
B. Maillefert	33,500 00
M. A. Smith	11,575 00
Andrew Clark	13,795 00
J. E. Lawrence, jr	13,500 00
Richard Ryan	12,495 50
R. Burroughs	11,300 00
John Garrett	14,222 50
Robert Earl	7,750 00
Bernard Kelly	7,550 00
Thomas Holohan	8,250 00
E. G. Brown	8,750 00
Rutherford Moody	8,175 00 14,600 00
G. A. Buckingham	14,995 85
C. W. M. Bedell	9,745 00
William Cook	†6,250 00
Charles Ober	11,975 00
John Witherell	13,975 00
Charles Kuss	9,998 00

° Accepted. †Failed to contract.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated November 15, 1858.

Forwards estimates for ordnance; for United States Naval Observatory and Hydrographical Office; for the Naval Academy, and for the Nautical Almanac.

Reduction in estimate for ordnance purposes and increased amount for small arms explained.

Buildings for preservation of ordnance stores at the different navy yards, decrease in the estimates for.

Armament for the Franklin, and for the five new sloops-of-war, in relation to.

Manufacture of shells at Washington navy yard, relating to.

Reports from squadrons and single ships, exhibit proficiency in target practice and small arm exercises.

Explains increase in estimates from United States Naval Observatory and Hydrographical Office, additional force required.

Renews recommendation for annual appropriation for saltpetre.

Reports of superintendent of Naval Academy and board of examiners upon the condition of that institution, and from commander of practice ship; recommends larger vessel, with auxiliary steam power.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 15, 1858.

SIR: I have the honor to forward herewith estimates of the amounts supposed to be necessary to meet the expenditures required for the fiscal year ending June 30, 1860, for ordnance and other articles, connected with the armament of the navy; for hydrographical purposes, and other objects under the immediate direction of the superintendent of the United States Naval Observatory and Hydrographical Office; for the Naval Academy, and for the Nautical Almanac.

The estimates for ordnance purposes are less than for the previous year; the reduction arises from the smaller number of guns required for the seven new sloops now building under act of Congress of June 12, 1858. The sum for small arms has been increased, to meet the demand for improved arms now in use, and in which our ships are very deficient.

The amount required for buildings at the different yards, for the preservation of ordnance stores, is less than the previous year; estimates have been furnished for such as are deemed necessary to the chief of the Bureau of Yards and Docks.

The cannon of large calibre for the Franklin have all been delivered, and those for the five new sloops are in course of fabrication, and will soon be delivered at the yards where they are required.

The casting and filling of shells for the heavy guns still continues

at the Washington navy yard, and they are found to be of the best quality.

The most satisfactory reports are received by the bureau from the commanders of squadrons and single ships of the proficiency of the crews in target practice and small arm exercises; the men are trained to fire with great accuracy, and both officers and men show an increased interest in this branch of their duty, which will, it is hoped, lead to the best results.

The letter of the superintendent of the United States Naval Observatory and Hydrographical Office shows an increase in the estimates of that office of $12,000 over that of last year; a part of this arises from the increased demand for instruments and charts, and part for sailing directions and astronomical observations. A larger force is also requested to carry on the duties of the astronomical and hydrographical department.

I would again urge the propriety of a small annual appropriation for the purchase of saltpetre; there is now on hand about 350,000 pounds, which, in the event of war, would be a very small supply. It does not lose or deteriorate in value by long keeping, and the quantity should be increased to two or three millions of pounds.

The reports of the superintendent of the Naval Academy and board of examiners, who attended the examination of that institution, are of the most satisfactory character; and from the discipline and course of instruction of the acting midshipmen the country may expect a corps of officers who will, upon all occasions, perform their duties in the most efficient manner.

The report of the commander of the practice ship shows an improvement of the acting midshipmen in seamanship and navigation, and that their general conduct was very satisfactory. The Preble, which was used the last summer as a practice ship, was found entirely too small to comfortably accommodate the large number of acting midshipmen embarked on board of her. I would recommend a larger vessel for this service. A sloop with auxiliary steam power is very desirable, as it is of the first importance the youths should be instructed in the practical use of steam machinery. It is also desirable the vessel should remain at the anchorage off the school during the year, for the purpose of instruction in duties pertaining to their profession; she would be available at a moment's notice to be despatched on any service.

I have the honor to be, sir, with great respect, your obedient servant,

D. N. INGRAHAM,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

Estimate of appropriations under the cognizance of the Bureau of Ordnance and Hydrography, Navy Department, required for the service of the fiscal year ending June 30, 1860.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
For pay and contingent expenses of the bureau	$13,090 00	There will be no "balances of appropriations unexpended on the 30th of June, 1859, which may be applied to the service of the next fiscal year."	$13,090 00
For pay of the navy	153,541 00		147,291 00
For ordnance and ordnance stores	563,000 00		598,000 00
For the purchase of nautical instruments	25,000 00		18,000 00
For printing and publishing Sailing Directions	10,000 00		5,000 00
For publication of Wind and Current Charts	18,000 00		18,000 00
For contingent expenses and wages at the United States Naval Observatory	6,360 00		6,360 00
For Naval Academy	51,040 25		45,671 22
For Nautical Almanac	26,880 00		26,880 00
	866,911 25		878,292 22

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 8, 1858.

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1860.

For what objects.	Amount estimated for year ending June 30, 1860.	Amount appropriated for year ending June 30, 1859.
A. For pay and contingent expenses of the bureau	$13,090 00	$13,090 00
B. For pay of officers on ordnance duty	20,300 00	29,300 00
C. For ordnance and ordnance stores	448,000 00	598,000 00
Special.—For arming seven steam screw sloops-of-war	115,000 00	
F. For the purchase of articles and incidental expenses connected with the Naval Observatory and Hydrographical Office.....	59,360 00	47,360 00
G. For the pay of Superintendent and officers on duty at the Naval Observatory and Hydrographical Office.	31,000 00	31,000 00
H. For the erection, repair, &c., of buildings, and for contingent expenses at the Naval Academy.....	51,040 25	45,671 22
I. For the pay of officers, &c., at the Naval Academy.	102,241 00	95,991 00
J. For Nautical Almanac	26,880 00	26,880 00
	866,911 25	878,292 22

D. Statement of value of stores on hand, and values received and expended, from July 1 1857, to June 30, 1858.
E. Statement of amount and cost of labor from July 1, 1857, to June 30, 1858.
K. Statement of contracts for the year ending June 30, 1858.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 8, 1858.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1860.

For salary of chief of the bureau, per act of August 31, 1842, vol. 5, section 3, page 579	$3,500 00
For salary of one fourth class clerk, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211..	1,800 00
For salary of four second class clerks, including draughtsman, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211, and act of April 22, 1854, pamphlet edition, page 276	5,600 00
For salary of messenger, per act of August 31, 1842, vol. 5, section 6, page 580, and act of April 22, and August 4, 1854, pamphlet edition of Laws, and joint resolution of August 18, 1856	840 00
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145.....	600 00
	12,340 00
Appropriated for year ending June 30, 1859.....	12,340 00

CONTINGENT EXPENSES.

For blank books, stationery, and for miscellaneous items	$750 00
Appropriated for year ending June 30, 1859.....	750 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 8, 1858.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1860.

One captain, as inspector	$2,800 00
One commander, as assistant inspector, charged with experiments in gunnery at the Washington navy yard	2,500 00
Ten lieutenants, as assistant inspectors, at $1,500	15,000 00
	20,300 00
Amount appropriated for year ending June 30, 1859	20,300 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

C.

Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses, for the year ending June 30, 1860.

For cannon	$50,000 00
For gun carriages and gun carriage timber	30,000 00
For shells, and for fitting the same for service	30,000 00
For boat and field guns	17,500 00
For purchase of laboratory stores, and small arms of new patterns*	150,000 00
For purchase of gunpowder	80,000 00
For labor at yards, besides that included above in cost of articles	70,000 00
For freight and transportation, printing, and contingent expenses of all kinds for ordnance purposes	20,500 00
	448,000 00
Amount appropriated for year ending June 30, 1859	598,000 00

SPECIAL.

For guns, gun carriages, and ordnance equipments and stores complete, for seven steam screw sloops-of-war	115,000 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

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*$100,000 has been added to this item for the purchase of new and improved small arms.

D.

Statement of cost or estimated value of stores on hand at the several navy yards July 1, 1857; of articles received and expended from June 30, 1857, to June 30, 1858; and of those remaining on hand July 1, 1858, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy Yards.	On hand July 1, 1857.	Receipts.	Expenditures.	On hand July 1, 1858.
Portsmouth	$178,121 10	$66,311 65	$41,186 71	$203,246 04
Boston	549,752 68	209,984 78	194,451 52	565,285 94
New York	657,789 68	206,686 73	233,949 26	630,527 15
Philadelphia	76,589 08	27,962 34	63,549 66	41,001 76
Washington	130,637 81	173,456 77	150,078 13	154,016 45
Norfolk	581,329 64	329,668 87	370,535 81	540,462 70
Pensacola	105,297 86½	51 63	406 42	104,943 07½
Mare Island[o]				
On the lakes	38,746 48			38,746 48
	2,318,264 33½	1,014,122 77	1,054,157 51	2,278,229 59½

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

[o] No returns from navy yard at Mare Island.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1857, to July 1, 1858, at the respective navy yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth	5,340½	$10,504 00	$1 77
Boston	9,129½	15,771 28	1 73
New York	5,413½	8,014 00	1 48
Philadelphia	4,609	8,751 98	1 89
Washington	44,203½	77,512 98	1 75
Norfolk	21,270½	38,751 08	1 82
Pensacola	298½	522 36	1 75
Mare Island	254½	946 39	3 72
	90,520	160,774 07	1 77

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

OBSERVATORY, WASHINGTON, *August* 5, 1858.

SIR: In obedience to your order of July 1, I have the honor to submit herewith estimates (marked —) for the support of this office for the year ending June 30, 1860.

You will observe that the first item is larger than usual. This is on account of the demand for fresh supplies of charts and instruments, growing out of the condition of those on hand, as well as on account of the increasing number of vessels to be supplied.

The effective force at present employed at the Observatory is, exclusive of the superintendent, 7 lieutenants, 4 professors of mathematics, 1 assistant astronomer, and 1 clerk; the astronomical force consisting of the professors and assistant astronomer. This force is quite unequal to the proper performance of the duties required, and owing to that the astronomical work is greatly behindhand. I have on a former occasion ventured to recommend the establishment of a corps of assistant professors to be employed on this work. I now call attention to it again, and would urge, with the earnestness admissible, the importance of bringing up this back work, and of giving to the Observatory a force sufficient to work up to their capacity the admirable set of astronomical instruments with which it is equipped.

As required by the precept of the bureau, dated July 1, I include an estimate for the pay of officers and others whose employment at the Observatory is considered necessary. In this estimate I include the pay of 10 assistant professors, as recommended in my letter of 3d March last.

Respectfully, &c.,

M. F. MAURY, *Superintendent.*

Capt. D. N. INGRAHAM,
Chief of the Bureau of Ordnance and Hydrography.

F.

Estimate of the amount required for the support of the United States Naval Observatory and Hydrographical Office for the fiscal year ending June 30, 1860.

For the purchase of nautical instruments required for the use of the navy; for repairs of the same, and also of astronomical instruments; and for the purchase of nautical books, maps and charts, and for backing and binding the same	$25,000 00
For printing and publishing Sailing Directions, hydrographical surveys, and astronomical observations	10,000 00
For continuing the publication of the series of Wind and Current Charts, and for defraying all expenses connected therewith	18,000 00
For models, drawings, and copying; for postage, freight, and transportation; for keeping grounds in order; for fuel and lights, and for all other contingent expenses; and for wages of persons employed at the United States Naval Observatory and Hydrographical Office, viz: one instrument maker, two watchmen, and one porter	6,360 00
	59,360 00
Amount appropriated for the year ending June 30, 1859..	47,360 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

G.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office for the fiscal year ending June 30, 1860, *chargeable to the appropriation for "Pay of the navy."*

One commander, as superintendent	$3,000 00
Ten lieutenants, at $1,500 each	15,000 00
Six professors of mathematics, at $1,500 each	9,000 00
One assistant observer, (civil)	2,500 00
One clerk, (civil)	1,500 00
	31,000 00
Amount appropriated for the year ending June 30, 1859..	31,000 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

H.

Estimate of the amount required for the erection and repair of buildings; for improvement and preservation of the grounds, and for contingencies at the United States Naval Academy for the fiscal year ending June 30, 1860.

For continuing the removal of buildings from the centre of the grounds, in accordance with a plan adopted by the bureau and carried out in part	$16,000 00
For the excavation of cellars for the new houses and filling the old cellars	500 00
For the completion of the boat house	1,000 00
For the removal of the old hospital and the addition of a brick basement, to make it a suitable residence for an assistant professor	1,200 00
For repairing wharves	1,200 00
For grading grounds and extending and repairing pavements	1,000 00
For piling the foundation of building No. 5 (midshipmen's quarters) and for taking down and removing the west end thereof, which has cracked from defective foundation	515 00
For constructing a suitable culvert to drain the new quarters and hospital recently erected, 924 feet, at $2	1,848 00
For repairs of all kinds	7,000 00
	30,263 00

For the wages of the following persons:

1 assistant librarian	$700 00
8 watchmen, 1 at $1 62½ per day, and 7 at $1 37½ per day each	4,116 00
1 messenger	312 00
1 attendant at recitation hall, at $18 per month	216 00
1 attendant at laboratory, at $18 per month	216 00
1 attendant at library, observatory, and chapel, at $18 per month	216 00
1 foreman to superintend both gas and steam works, at $2 75 per day	821 25
2 attendants at gas apparatus, at $1 25 per day each	912 50
2 attendants at steam apparatus, at $1 25 per day each	912 50
1 general laborer to keep the public grounds in order	500 00
1 cartman to drive and attend horse and cart	365 00
10 laborers to keep in order and attend students' quarters and to assist in keeping the public grounds in order	1,640 00
	10,927 25

Contingent expenses.

For materials for heating and lighting establishment	$3,950 00
For the purchase of books for library	2,000 00
For stationery, blank books and forms	500 00
For furniture and fixtures for public buildings	2,000 00
For incidental expenses and repairs in the astronomical and philosophical departments	400 00
For all other incidental expenses, including postage, freight, &c	1,000 00
	9,850 00
Total amount required for the Naval Academy for the year ending June 30, 1860	$51,040 25
Amount appropriated for year ending June 30, 1859	45,671 22

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1860, *chargeable to the appropriation for "Pay of the navy."*

One superintendent, (captain)	$2,800 00
One commandant of midshipmen, (commander)	2,500 00
Four assistants for commandant of midshipmen, to aid in instructing in seamanship, naval tactics, practical gunnery, and for police duties, (lieutenants)	6,000 00
One assistant for commandant of midshipmen, to aid in instructing in seamanship, naval tactics, practical gunnery, and for police duties, (lieutenant)	1,050 00
One surgeon	2,250 00
One chaplain	1,500 00
One professor of mathematics	1,500 00
One professor of astronomy and navigation	1,500 00
One professor of field artillery and infantry tactics	1,500 00
One professor of natural and experimental philosophy	1,500 00
One professor of English studies	1,500 00
One professor of the French language	1,500 00
One professor of the Spanish language	1,500 00
One professor of drawing and teacher of art of defence	1,500 00
Two assistant professors of mathematics, (lieutenants)	3,000 00

Three assistant professors of English studies, (one master and two civil)	$3,000 00
One ass't prof. of natural and experimental philosophy	1,000 00
One assistant professor of French	1,000 00
One secretary	1,250 00
One clerk to superintendent	700 00
One clerk to purser	500 00
165 acting midshipmen as students	57,750 00
One gunner's mate	372 00
One hospital steward	360 00
One quarter gunner	312 00
One cockswain to attend boats	288 00
One steward for acting midshipmen's mess	288 00
One cook for acting midshipmen's mess	216 00
Two seamen, one to assist gunner's mate, and the other to keep mechanics' time, for police duties, &c.	576 00
One ordinary seaman to attend at hospital	193 00
One master of the band	312 00
Six musicians of the first class	1,512 00
Five musicians of the second class	1,080 00
One drummer and one fifer, payable from appropriation for marine corps	432 00
	102,241 00
Amount appropriated for year ending June 30, 1859	95,991 00
Excess	6,250 00

Difference reconciled as follows:

Increase of pay to commander of midshipmen, a commander of older date having been ordered to that station		$600 00
Two additional assistants in the department of seamanship, &c., lieutenants		3,000 00
Increase of pay to one assistant in that department, an older lieutenant having been ordered		450 00
Fifteen acting midshipmen more than last year		5,250 00
		9,300 00
Decrease of one assistant professor in department of mathematics, lieutenant	$1,500 00	
Decrease of one assistant professor in department of astronomy	1,050 00	
Difference of pay between lieutenant and master in the English department	500 00	
		3,050 00
		6,250 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 8, 1858.

J.

Estimate of the amount required for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1860.

For salaries for computers	$16,250 00
For purchase of paper, printing, &c., in order to publish, in the year 1860, the Nautical Almanac for the year 1863, and for occasional printing, stationery, books, binding, &c	3,630 00
For the new planets discovered since 1849	3,000 00
For new planetary tables	1,000 00
For auxiliary tables	1,000 00
For extra editions of volumes already published	800 00
Clerk	500 00
Contingents, including rent of office, servant hire, fuel, &c	700 00
	26,880 00
Amount appropriated for the year ending June 30, 1859...	26,880 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 8, 1858.

K.

Statement of contracts entered into by the Bureau of Ordnance and Hydrography during the year ending June 30, 1858.

Name of contractor.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Am't of contract.
Robert P. Parrot....	Nine and ten inch shell guns.	Brooklyn, New York.	April 26, 1858...	October 1, 1858.....	7½ cts. per pound	$12, 600 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 8, 1858.

No. 4.

Bureau of Construction, &c.—Estimates for fiscal year ending June 30, 1860.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &C.,
November 23, 1858.

SIR: I have the honor to transmit herewith two copies of the annual estimates called for by your letter of the 20th August, 1858, accompanied by a report, with an abstract of the same.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &C.,
November 23, 1858.

SIR: In compliance with your instructions, it is respectfully submitted that, for the employment of the full number of men authorized by law, and a sufficient number of vessels to keep the men actively and usefully employed, embracing the vessels of recent construction, there will be required for the purposes of the Bureau of Construction for the fiscal year ending 30th June, 1860, the sum of $3,100,000, being $250,000 more than the appropriation for the present fiscal year. It is estimated that the unexpended balance at the close of the present fiscal year may be $180,000, which will all be required for the final payment on contracts falling due in the commencement of the fiscal year succeeding that in which they were made.

The increase in the estimate for increase and repair is occasioned by the number of steamships to be actively employed, the cost of their maintenance being greater than that of ordinary sailing vessels; and the expenses for coal must be largely increased, from the necessity of having proper supplies of it on foreign stations.

The increase in the estimate for the pay of officers and men in actual service is in like manner occasioned by the employment of a greater number of steam vessels.

The five steam sloops-of-war authorized by the act of Congress approved 3d March, 1857, will not require any further appropriation to complete them. Three of these ships are now launched, another it is expected will be launched this winter, and the fifth vessel early in the spring; and all will be ready for sea within three or four months from the time of launching.

For the completion of the seven steam screw sloops-of-war and one side-wheel steamer, authorized by the act of Congress approved 12th June, 1858, there will be required for the purposes of this bureau the further sum of $674,000. It is expected that five of these vessels will be launched early in the winter, the remaining

three in the spring, and that all of the screw sloops will be ready for service by May or June, and the side-wheel steamer by August next.

I have the honor to be, very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Abstract of the report of Bureau of Construction, &c.

Estimate for the maintenance of the ships afloat.

Reason for the increase beyond the appropriation of last year.

No further appropriation necessary for sloops-of-war authorized by act of March 3, 1857.

When the vessels may be expected to be ready for sea.

Additional estimate to continue the steam screw sloops-of-war authorized by act of June 12, 1858.

When these vessels may be expected to be ready for service.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment, and Repair, for the fiscal year ending June 30, 1860.

For salary of chief of bureau, per act August 31, 1842, volume 5, section 3, page 579, and act of March 3, 1855, volume 10, page 675	$3,500 00
For salary of engineer-in-chief, per act of August 31, 1842, volume 5, section 4, page 577	3,000 00
For salary of chief clerk, (4th class,) per act of March 3, 1853, volume 10, page 210	1,800 00
For salary of seven clerks, (2d class,) per acts of March 3, 1853, volume 10, page 210, and of April 22, 1854, page 276	9,800 00
For salary of one clerk, (1st class,) per acts of March 3, 1853, and April 22, 1854	1,200 00
For salary of one messenger, per acts of August 31, 1842, volume 5, section 6, page 580, and of April 22, 1854, and August 18, 1856	840 00
For the salary of two laborers, one for the bureau and one for the office of the engineer-in-chief, per act August 18, 1856	1,200 00
	21,340 00
Contingent expenses.	
For blank books, binding, stationery, printing, and miscellaneous items	800 00
	22,140 00

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1860.

Appropriation for the fiscal year ending June 30, 1859	$2,889,250 00
Estimate for the fiscal year ending June 30, 1860.....	3,056,635 00

The increase is occasioned by the additional number of officers and others for the steam vessels to be kept in active service.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment, and repair, for wear and tear of vessels in commission, including fuel for steamers, and the purchase of hemp for the navy, for the fiscal year ending June 30, 1860.

Appropriation for the fiscal year ending June 30, 1859.		Estimate for the fiscal year ending June 30, 1860.	
Construction, &c.....	$2,850,000 00	Construction, &c.....	$3,100,000 00
Five steam sloops.....	1,350,000 00	Seven screw sloops and one side-wheel steamer.....	674,000 00
Seven screw sloops and one side-wheel steamer.....	1,200,000 00		3,774,000 00
	5,400,000 00		

The excess on the appropriation for increase and repair is occasioned by the increased number of steam vessels and the larger quantity of coal necessary.

D.

Estimate of the amount required for the expenditures, under the head of "enumerated contingent," for the fiscal year ending June 30, 1860.

Appropriation for the fiscal year ending June 30, 1859.	$350,000 00
Estimate for the fiscal year ending June 30, 1860.....	350,000 00

RECAPITULATION OF ESTIMATES.

Civil.

Salaries	$21,340 00
Contingent	800 00

Navy.

Pay of the navy	3,056,635 00
Construction	3,100,000 00
Seven steam screw sloops and one side-wheel steamer	674,000 00
Contingent enumerated	350,000 00

42	Henry Irwin										
43	John H. Bowie & Co.										
44	Robt. Corman										
45	Louis C. Senthmayd										
46	Wm. White										
47	Sturdevant & Bros.		16,601 50		3,193 50		3,426 44	5,969 90		12,899 00	199 90
48	James Bigler										
49	Townsend & Co.					6,750 00					
50	Wm. H. Arthur & Co.										
51	Jas. S. Garrison										
52	Samuel Patterson										
53	John S. Bingham										
54	Washington C. DePau										
55	Wm. E. Hooper									*10,686 25	
56	Shryock & Johnson	1,865 00									
57	Morris & Tanner		13,688 50								
58	David Risley										
59	Philander Ames									14,226 00	
60	Henry Buck										
61	Southard, Herbert & Co.										
62	R. H. Goff										
63	Geo. W. Peete										
64	Wortendyke Bros.										240 60
65	Chas. J. Nourse		14,099 50								
66	Robt. P. Parrott					6,250 00					
67	Jas. L. Forwell & Bros.										
68	Wm. Matthews								9,122 25		197 70
69	John S. Bloomfield										
70	Seaman G. Searing							6,148 18½			
71	Edmund Jones & Co.										
72	Miller & Ziegler										
73	Carl Epping										
74	Daniel Williams										
75	Mason & Bros.									12,803 40	
76	David H. Sumner										
77	Richard M. Nichols	*1,585 00									
78	Jas. N. McAlpine										
79	John F. Aigle										

*Accepted.

No. 4—Continued.

No.	Bidders.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.	Class 41. Fire wood.
1	Wesley Smith		$2,022 00	$1,052 00			$1,336 50	$7,397 25			$1,795 00
2	J. A. H. Hasbrouck									$734 08	
3	Alex. M. C. Smith			980 00							
4	Wm. Lang	$351 40						6,643 50			
5	Jesse Fritchett										
6	Rutherford Moody										
7	Bigler & Wilt										
8	John Craig										
9	Joseph Grice										
10	Horton, Hall & Co										
11	Daniel S. Grice							7,926 00			
12	Peters & Reed						1,091 75				
13	Theodore Mosher										
14	A. L. Avery										
15	Thos. McCarty										*1,670 50
16	Jos. E. Brennan		1,644 00	992 00			1,127 50				
17	A. Herder										
18	Nathaniel W. Coffin										
19	H. J. Hansen		1,806 00	800 00	$475 15	$1,037 00	1,141 95	*6,339 50	$3,660 40	830 91	
20	Samuel P. Brown										
21	Jonas P. Levy	438 95	*1,425 00	1,940 00	551 88	*946 10	1,457 50	6,984 50	3,855 51	973 68	1,780 00
22	Geo. W. Lawrence										
23	John Wendell	*226 50	1,804 50	856 60	*401 25	1,058 65	1,105 00	6,398 75	3,674 70		1,775 00
24	Duncan & Slimmon										
25	Geo. T. Wallace										
26	John A. Higgins	665 50	2,976 00	1,100 00	990 00	1,417 75	2,117 50	9,290 00	5,744 75		2,775 00
27	Coats, Degraw & Beach										
28	C. W. Morris										
29	James Anderson & Co										
30	Wm. A. Wheeler									764 65	
31	Zeno Secor						1,098 30	6,597 25	3,531 33		
32	Jos. L. Savage			766 80	459 81				3,536 99		
33	Chas. S. Moran										
34	Wm. Brand & Co										
35	Nathan Lane									815 41	
36	James Lesley, jr										
37	Jos. W. Delano & Co				459 37	1,098 10			3,681 05		
38	A. L. Avery						1,522 50				
39	Jos. W. Westcott & Co										
40	Wm. N. Shakespeare										
41	Wm. D. Kennedy	226 65	1,849 50		490 56		*977 50	6,683 00	*3,324 40		

42	Henry Irwin									
43	John H. Bowie & Co.			850 00						
44	Robert Corman		2,002 50	*764 00						
45	Louis O. Southmayd									
46	Wm. White									
47	Sturdevant & Bros	296 30	2,292 00	998 00	485 12	992 35	1,290 25	7,293 75	3,461 44	
48	James Bigler									
49	Townsend & Co									
50	Wm. H. Arthur & Co.									*617 50
51	Jas. S. Garrison									
52	Samuel Patterson									
53	John S. Bingham									
54	Washington C. De Pan									
55	Wm. E. Hooper									
56	Shryock & Johnson									
57	Morris & Tanner									
58	David Risley									
59	Philander Ames									
60	Henry Buck									
61	Southard, Herbert & Co.							6,568 50		
62	R. H. Goff									
63	Geo. W. Peete									
64	Wortendyke Bros.									
65	Chas. J. Nourse									
66	Robt. P. Parrott									
67	Jas. L. Foxwell & Bros									
68	Wm. Matthews				428 45	969 45				
69	John S. Bloomfield									854 17
70	Seaman G. Searing									
71	Edmund Jones & Co.									680 40
72	Miller & Ziegler									
73	Carl Epping									
74	Daniel Williams									
75	Mason & Bros									
76	David H. Sumner									
77	Richard M. Nichols									
78	James N. McAlpine									
79	John F. Aigle									

* Accepted.

NOTE.—Offer 32 of C. S. Moran, declined entering into contracts for classes 1 and 3, which were awarded to the next highest bidders. Offer 21 of Jonas P. Levy declined entering into contract for classes 32 and 35, and they were offered to the next highest bidders. Offer 16 of J. E. Brennan for class 32, who declined, and then to offer 23 of John Wendell, who accepted. Class 35 was accepted by offer 68 of Wm. Matthews. Offer 78 and 79 informal received too late.

No. 5.

Scale of offers to furnish naval supplies at the navy yard at Philadelphia, under advertisement from the Bureau of Construction, &c., of May 13, 1858.

No.	Bidders.	Class 1. White oak logs.	Class 2. White oak plank.	Class 3. White oak promiscuous timber.	Class 6. Yellow pine plank stock logs.	Class 7. Yellow pine beams.	Class 10. White pine.	Class 11. Ash, cypress, and white oak boards.	Class 12. Black walnut and cherry.	Class 13. Locust.	Class 14. White ash oars & hickory bars.
1	Paul J. Field								$585 00		
2	William Lang										$795 00
3	William H. Maurice										
4	Theodore Mosher						$5,963 50	$1,365 00	535 00	$1,250 00	757 00
5	A. L. Avery				$6,000 00	$3,013 20					
6	John Craig				7,000 00	2,678 40	5,752 60	1,406 00	750 00	1,100 00	906 25
7	Samuel E. Grice	$1,995 00	$12,859 30	$980 00	5,600 00	3,013 20		1,392 00	590 00	950 00	881 25
8	Horton, Hall & Co.										
9	Daniel E. Grice										
10	Peters & Reed						5,937 75	1,440 00			
11	Bigler & Wilt						5,630 00	1,496 00	600 00	1,500 00	819 00
12	Joseph E. Brennan										
13	Sturdevant & Brothers										952 50
14	A. Harder										
15	Samuel P. Brown	2,750 00	14,150 00	2,000 00	6,800 00		6,995 00	1,750 00	1,000 00	1,500 00	
16	George W. Lawrence	2,450 00	14,300 00	1,400 00			7,165 00	1,700 00	656 00	999 00	1,010 00
17	John Wendell		17,900 00				6,103 20	1,404 00	540 00	1,480 00	747 75
18	Duncan & Slinmon										
19	George T. Wallace	1,950 00		1,200 00	6,000 00	3,310 12					
20	Coats, Degraw & Beach	2,050 60	13,000 00	1,400 00	5,200 00	2,209 68	6,368 20	1,955 00	750 00	1,100 00	
21	Michael Wise										
22	William A. Wheeler										
23	Jonathan Powell	2,150 00	12,948 00	1,300 00			5,744 95	1,981 00	600 00		
24	Shryock, Johnson & Co.	1,650 00	11,635 00	900 00	*4,850 00	2,000 43	*4,988 97	*1,172 50	*459 00		*612 50
25	Charles S. Moran	*1,475 00	11,700 00	800 00	5,200 00	*1,941 84					
26	William Brand & Co.										
27	Nathan Lane										
28	James Lesley										
29	Handy & Brenner										
30	Joseph Westcott & Co.										
31	William M. Shakespeare	2,100 00	*11,180 00	1,380 00							
32	John A. Higgins										
33	Joseph L. Savage										
34	John H. Bonte & Co.										
35	George W. Churchman	1,900 00	11,440 00	1,400 00			5,496 70				
36	Robert Corman										
37	Louis O. Southmayd							1,506 00	470 00		793 13

38	William White		90,960 00	1,300 00	5,600 00					1,000 00	
39	Henry Irwin	2,067 00			5,880 00						1,038 75
40	William D. Kennedy										
41	James Bigler						5,422 00	1,891 00	490 00		
42	James S. Garrison	2,550 00		1,440 00	8,600 00	3,682 80					
43	McCombe & Brother										
44	S. Patterson	1,950 00		900 00				1,305 00		*950 00	701 87
45	Cyrus S. Haldeman										
46	Washington C. De Pan	3,000 00	15,600 00	1,600 00					1,000 00		
47	H. H. Doty		12,210 00								
48	William E Hooper										
49	Hazard & Co										
50	Morris & Tanner										
51	David Risley							1,464 00			
52	Philander Ames										
53	Hulseman, Perry & Hulseman										
54	William S. Doughten						5,552 00	1,405 50	537 50		
55	Henry Buck				6,300 00	3,013 20					
56	Southard, Herbert & Co										
57	R. H. Goff				6,000 00		6,388 56				
58	Charles Williams	1,900 00	13,000 00	*760 00							
59	George W. Peete	2,050 00	12,975 00	1,360 09				1,789 00			
60	Wortendyke Bros										
61	John C. Miller										
62	John Agnew										
63	E. B. Risley	2,000 00	12,870 00	880 00							
64	Miller & Zeigler				6,200 00	3,147 12		1,690 00			
65	Carl Epping				6,350 00	4,251 96					
66	Henry Keller						5,442 60				
67	Daniel Williams				5,300 00	2,342 60					
68	Thomas Walter	2,150 00	12,740 00	980 00							
69	Mason Bros										
70	David H. Sumner				6,200 00	3,013 20					
71	David Risley				5,180 00	2,243 16					
72	James McCasker										
73	William Matthews										
74	Richard M. Nichols										
75	James McCasker										
76	William S. McAlister		13,694 00				5,416 93	1,599 30	525 00		
77	James N. McAlpine	2,500 00									
78	John F. Aigle							1,540 00			

* Accepted.

No. 5—Continued.

No.	Bidders.	Class 16. Black spruce.	Class 18. Lignumvitæ.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints, oils, &c.	Class 28. Flax canvas.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.
1	Paul J. Field				@450 10	@439 25	@1,574 61				
2	William Lang		@1,006 00	@2,845 00	1,090 00						
3	William H. Maurice										
4	Theodore Mosher										
5	A. L. Avery										
6	John Craig										
7	Samuel B. Grice	@2,112 50	1,065 00								
8	Horton, Hall & Co			2,963 80							
9	Daniel S. Grice										
10	Peters & Reed										
11	Bigler & Wilt										
12	Joseph E. Brennan										
13	Sturdevant & Brothers			6,345 20	730 20	571 00	2,138 11	@2,044 40		@4,201 00	@184 20
14	A. Herder						1,865 91				
15	Samuel P. Brown	*970 00									
16	George W. Lawrence	1,065 00	939 00							4,021 50	
17	John Wendell	1,925 00	*812 00			431 00	1,902 55	1,775 24			152 90
18	Duncan & Slimmon								*@5,552 50		
19	George T. Wallace										
20	Coats, Degraw & Beach	1,462 50	955 00								
21	Michael Wise										
22	William A. Wheeler										
23	Jonathan Powell										
24	Shryock, Johnson & Co										
25	Charles S. Moran										
26	William Brand & Co								5,815 00		
27	Nathan Lane										
28	James Lesley				415 00	*418 50	*1,560 29				
29	Handy & Brenner				458 74	430 63	1,706 55				
30	Joseph Westcott & Co	990 00									
31	William M. Shakespeare										
32	John A. Higgins			4,277 25	846 30	581 50	4,023 00	2,487 00		6,021 25	370 00
33	Joseph L. Savage			*2,844 60	*406 85	437 99½	1,786 71				187 60
34	John H. Boule & Co										
35	George W Churchman										
36	Robert Corman										
37	Louis O. Southmayd										
38	William White										
39	Henry Irwin										
40	William D. Kennedy					494 67		*1,749 47			*147 90
41	James Bigler										

42	James S. Garrison										
43	McCombs & Brother										
44	S. Patterson	1,162 50									
45	Cyrus S. Haldeman			5,383 56	466 34						
46	Washington C. De Pau										
47	H. H. Doty										
48	William B. Hooper									*3,343 80	
49	Hazard & Co							2,026 65			
50	Morris & Tanner			3,429 40							
51	David Risley										
52	Philander Ames									4,354 50	
53	Hulseman, Perry & Hulseman										
54	William S. Doughten										
55	Henry Buck										
56	Southard, Herbert & Co										
57	R. H. Goff										
58	Charles Williams										
59	George W. Peete										
60	Wortendyke Bros										177 84
61	John C. Miller										
62	John Agnew										
63	E. B. Risley										
64	Miller & Zeigler										
65	Carl Epping										
66	Henry Keller										
67	Daniel Williams										
68	Thomas Walter										
69	Mason Bros									3,919 05	
70	David H. Sumner										
71	David Risley										
72	James McCasker		1,125 00								
73	William Matthews								5,730 00		
74	Richard M. Nichols		761 00								
75	James McCasker		880 00								
76	William S. McAlister							2,065 64			
77	James N. McAlpine										
78	John F. Aigle										

* Accepted.

No. 5—Continued.

No.	Bidders.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.
1	Paul J. Field		$1,077 60	$692 60				$1,394 85		
2	William Lang									
3	William H. Maurice									$205 29
4	Theodore Mosher									
5	A. L. Avery									
6	John Craig									
7	Samuel B. Grice									
8	Horton, Hall & Co.									
9	Daniel S. Grice							1,388 90		
10	Peters & Reed									
11	Bigler & Wilt									
12	Joseph E. Brennan		*959 20	912 50						
13	Sturdevant & Brothers	$309 40	1,356 00	942 50	$594 70	*$426 26	$651 25	1,619 40	*$1,009 86	
14	A. Herder									
15	Samuel P. Brown									
16	George W. Lawrence									
17	John Wendell	278 40	1,009 00	817 50	394 00	454 56	*556 75	*1,277 30	1,083 94	
18	Duncan & Slimmon									
19	George T. Wallace									
20	Coats, Degraw & Beach									
21	Michael Wise						790 75		1,103 93	
22	William A. Wheeler									*117 40
23	Jonathan Powell									
24	Shryock, Johnson & Co.									
25	Charles S. Moran									
26	William Brand & Co.									
27	Nathan Lane									149 06
28	James Lesley									
29	Handy & Brenner				*353 22					
30	Joseph Westcott & Co.									
31	William M. Shakespeare									
32	John A. Higgins	792 00	1,548 00	873 00	549 50	657 09	1,107 00	2,080 25	1,410 07	
33	Joseph L. Savage			703 00	421 46				1,297 01	
34	John H. Bouic & Co.			785 00						
35	George W. Churchman									
36	Robert Corman		1,066 00	*635 00						
37	Louis O. Southmayd									
38	William White									
39	Henry Irwin									
40	William D. Kennedy	243 00	1,010 60		401 94		561 55	1,416 10	1,066 61	
41	James Bigler									

42	James S. Garrison									
43	McCombs & Bro		1,020 80	695 00						
44	S. Patterson									
45	Cyrus S. Haldeman									
46	Washington C. De Pan									
47	H. H. Doty									
48	William E. Hooper									
49	Hazard & Co.	233 80			392 75		571 75			
50	Morris & Tanner									
51	David Risley									
52	Philander Ames									
53	Hulseman, Perry & Hulseman		984 00							
54	William S. Doughten									
55	Henry Buck									
56	Southard, Herbert & Co							1,334 80		
57	R. H. Goff									
58	Charles Williams									
59	George W. Peets									
60	Wortendyke Bros									
61	John C. Miller						687 38			
62	John Agnew			849 10						
63	E. B. Risley									
64	Miller & Zeigler									
65	Carl Epping									
66	Henry Keller									
67	Daniel Williams									
68	Thomas Walter									
69	Mason Bros									
70	David H. Sumner									
71	David Risley									
72	James McCasker									
73	William Matthews									
74	Richard M. Nichols									
75	James McCasker									
76	William S. McAlister									
77	James N. McAlpine									
78	John F. Aigle									

* Accepted.

NOTE.—Offer 25, of Charles S. Moran, declined to contract for classes 1 and 7, which were offered and accepted by the next highest bidders. Offer 12, of J. E. Brennan, declined contract for class 32, which was offered and accepted by the next highest bidder. Tie offers for class 13, and awarded by lot. Offer 77 and 78 informal, received too late.

No. 6.

Scale of offers to furnish naval supplies at the navy yard, Washington, under advertisement from the Bureau of Construction, &c., of May 13, 1858.

No.	Bidders.	Class 10. White pine.	Class 11. Ash, cypress, and white oak boards.	Class 16. Black spruce.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 24. Pig iron.	Class 25. Hardware.	Class 27. Paints and oils.	Class 29. Cotton canvas.
1	Theodore Mosher	$1,775 00	$45 00	$90 00							
2	Sturdevant & Brothers				$3,335 00	$216 00	$14,035 00		$415 45	$1,087 75	$911 99
3	Bigler & Wilt	1,995 50	50 00								
4	Wm. Lang				2,138 00	205 00	11,891 26				
5	John Craig	2,059 40									
6	F. Coyle & Brother	1,939 00	40 00								
7	C. M. Wheeler								388 06		
8	Horton, Hall & Co				2,268 00						
9	John E. Kirk & Co				2,391 00	218 00			415 20	1,184 20	
10	P. C. Reilly										256 00
11	Jos. E. Brennan										
12	John A. Higgins				3,091 00	362 50	14,513 00	7,125 00	786 75	1,627 25	305 50
13	A. Reeder								333 24		
14	Samuel P. Brown	2,032 00	94 00	148 50							
15	George W. Lawrence	2,000 60									272 00
16	John Wendell	2,284 00	60 00	67 50	2,941 00	195 00	12,178 00	7,825 00	384 20	1,043 55	
17	Coats, Degraw & Beach	2,065 00									
18	C. M. Morris				4,258 00	254 00		7,169 50			
19	Harvey & Adams				2,265 50	174 50	12,046 25	7,875 00	337 42		
20	Handy & Brenner										
21	Parker & Spalding									1,256 10	
22	Joseph L. Savage				2,050 00	173 00	11,814 50	7,000 00	319 40		
23	Minnesota Mining Company										
24	Robert Corman										
25	William D. Kennedy						12,599 50			1,018 80	
26	Townsend & Co							7,875 00			
27	Shryock, Johnson & Co	1,775 60	40 00								
28	Charles Stott									1,230 40	
29	McCombs & Brother										
30	Revere Copper Company										
	H. Abbott & Son										
32	William E. Hooper										171 06
33	Morris & Tanner				2,549 00						
34	Philander Ames										293 20
35	Keyser, Troxell & Co				2,117 00	226 50		4,225 00			
36	Kenu Pickrell	1,644 45	24 84								
37	William S. Doughten	2,026 00									

38	J. H. Smith										
39	Southard, Herbert & Co.										
40	Samuel B. Grice	3,067 00	95 00	105 00							
41	Wortendyke Brothers										
42	L. H. & G. C. Schneider								378 70		
43	Robert P. Parrott							6,500 00			
44	Z. D. Gilman									1,181 20	
45	Z. M. P. King										
46	Thompson & Oudekyn						19,090 50	5,387 50			
47	H. N. Easby	1,860 00	45 00	150 00							
48	E. Wheeler, agent				3,396 00	208 50			408 96		
49	Henry Kellar	1,698 00			2,465 00						
50	William S. McAlister	2,234 00	75 00								

No. 6—Continued.

No.	Bidders.	Class 30. Flax and cotton twine.	Class 31. Glass.	Class 32. Leather.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 43. Tank and gallery iron.	Class 44. Chain iron.	Class 45. Ingot copper.	Class 47. Miscellaneous.
1	Theodore Mosher										
2	Sturdevant & Brothers	$21 40	$339 60	$115 00	$105 00	$594 20	$55 76			$87,900 00	$168 72
3	Bigler & Wilt										
4	William Lang								$9,841 00		
5	John Craig										
6	F. Coyle & Brother										
7	C. M. Wheeler										
8	Horton, Hall & Co										
9	John E. Kirk & Co		286 60		79 50	463 00	48 50	$5,712 50	13,850 00		169 00
10	P. C. Reilly										
11	Joseph E. Brennan			83 60							
12	John A. Higgins	42 00	1,098 00	139 50	160 50	705 50	105 20	5,890 00	16,680 00	87,000 00	300 00
13	A. Reeder										
14	Samuel P. Brown										
15	George W. Lawrence										
16	John Wendell	20 88	283 80	82 30	100 25	419 60	57 60	4,285 00	11,080 00	72,000 00	159 00
17	Coats, Degraw & Beach										
18	C. M. Morris										
19	Harvey & Adams						45 92	4,597 50			158 00
20	Handy & Brenner							3,653 75			
21	Parker & Spalding		499 70								
22	Joseph L. Savage	20 60		78 60			44 70	4,269 00	9,549 00	71,250 00	140 94
23	Minnesota Mining Company									77,250 60	
24	Robert Corman			84 50							
25	William D. Kennedy		287 80	84 50	75 00	465 00	44 75				
26	Townsend & Co										
27	Shryock, Johnson & Co										
28	Charles Stott		308 50			479 00	49 48				
29	McCombs & Brother			89 50							
30	Revere Copper Company									71,625 00	
31	H. Abbott & Son							4,055 00			
32	William E. Hooper										
33	Morris & Tanner							4,165 60	11,697 50		
34	Philander Ames										
35	Keyser, Troxell & Co							4,083 75			
36	Esau Pickrell										
37	William S. Doughten										
38	J. H. Smith										
39	Southard, Herbert & Co					436 80					
40	Samuel B. Grice										
41	Wortendyke Brothers	20 04									

| | | |

No. 7.

Scale of offers to furnish naval supplies at the navy yard at Gosport under advertisement from the Bureau of Construction, &c., of May 13, 1858.

No.	Bidders.	Class 1. White oak logs.	Class 6. Yellow pine plank, stock logs.	Class 10. White pine.	Class 11. Ash, cypress.	Class 12. Black walnut, cherry, mahogany.	Class 14. White ash oars and hickory bars.	Class 16. Black spruce.	Class 18. Lignumvitæ.	Class 21. Iron.
1	Jesse Pritchett		$2,800 00							
2	A. L. Avery		3,000 00							
3	Theodore Mosher			$11,045 00	$3,051 00	$2,300 00	$997 00			
4	Sturdevant & Brothers									$13,508 00
5	Griffith, Wilson, & Co									
6	Horton, Hall, & Co									8,766 50
7	Alex. M. C. Smith									
8	R. B. Knight		1,900 00							
9	Wm. Lang								$825 00	8,619 90
10	John Craig		3,500 00	10,620 25	3,592 00					
11	Samuel B. Grice	$8,200 00	2,800 00	14,355 00	4,835 00	2,105 00	1,425 00	$772 00	1,160 00	
12	Bigler & Wilt			10,410 00	3,140 00	2,439 00	1,299 50			
13	Peters & Reed			9,630 00	*2,895 00	2,359 00		378 00		
14	Daniel S. Grice									
15	Jos. E. Brenan									
16	John A. Higgins								1,350 00	11,257 50
17	W. Herder									
18	Samuel P. Brown	7,650 00	2,800 00	11,125 00	4,300 00	2,590 00		*355 00		
19	George W. Lawrence	8,200 00	2,700 00	11,550 00	4,610 00	*2,070 00	1,694 00	485 60	1,075 00	
20	John Wendell			10,910 00	3,071 00	2,197 50	1,060 00	560 00	895 00	8,436 00
21	Duncan & Slimmon									
22	George P. Wallace	5,580 00	*1,690 00				940 00			
23	Coats, Degraw & Beach	8,000 00	2,500 00	12,360 00	2,475 00	2,615 00		509 50	1,175 00	
24	W. W. Morris									15,357 00
25	Wm. A. Wheeler									
26	Allyn, Rose & Capps									*7,733 00
27	Chas. S. Moran	*5,000 00	2,000 00				*765 00			
28	Wm. Brand									
29	Nathan Lane									
30	A. L. Avery									
31	Wm. D. Kennedy									
32	Henry Irwin	5,680 00	1,890 00				948 50			
33	Jos. L. Savage									77,749 50
34	John H. Rowie									
35	Robert Corman									
36	Wm. D. Roberts, jr., & Co									
37	Louis O. Southmayd				3,204 00		1,944 00			

38	Vickery & Co									
39	Balis & Constable			10,409 00		2,405 75				
40	Wm. White	5,600 00	1,700 00				1,430 00			
41	James Biglor			*9,365 00		2,250 00				
42	Townsend & Co									
43	Shryock, Johnson & Co	5,700 00	1,900 00	9,865 00	3,659 00	2,270 00	942 00		*820 00	
44	McCombs & Brother									
45	James S. Garrison	6,100 00	2,300 00							
46	S. Patterson	9,000 00			3,376 00					
47	Edward P. Tabb & Co									
48	H. H. Doty						1,255 00			
49	Wm. E. Hooper									
50	Morris & Tanner									9,545 50
51	David Risley		2,350 00		3,022 00					
52	Philander Ames									
53	Keyser, Troxell & Co									8,031 63
54	Southard, Herbert & Co									
55	Chas. E. Williams	8,000 00								
56	Wortendyke Brothers									
57	Jas. L. Foxwell & Brothers	7,800 00								
58	Thompson & Oudsluys									
59	Wm. Matthews									
60	Wilson & Williams									
61	E. B. Risley	7,600 00								
62	Miller & Zeigler		3,275 00							
63	Carl Epping		3,175 00							
64	Henry Keller			9,885 00						8,193 00
65	Daniel Williams		2,700 00							
66	Mason & Brothers									
67	Daniel H. Summer		3,000 00							
68	Richard M. Nichols								850 00	
69	Wm. S. McAlister			10,766 50	3,735 75	2,532 75				
70	Wm. P. Griffith									
71	James N. McAlpine		2,700 00							
72	John E. Tunis			10,900 00	3,226 00	2,910 00				
73	John J. Lankston									7,849 80

* Accepted.

No. 7.—Continued.

No	Bidders.	Class 22. Spikes and nails.	Class 23. Lead, zinc, tin.	Class 24. Pig iron.	Class 25. Hardware.	Class 27. Paints, oils, &c.	Class 28. Flax canvas.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.	Class 31. Glass.
1	Jesse Pritchett									
2	A. L. Avery									
3	Theodore Mosher									
4	Sturdevant & Brother	$366 00	$2,255 50		$4,777 95	$5,765 50		$8,678 00	$392 00	*$546 00
5	Griffith, Wilson & Co.	245 00	2,902 50		4,510 07					
6	Horton, Hall & Co.									
7	Alex. M. C. Smith									
8	R. B. Knight									
9	Wm. Lang	369 00	*1,852 30			5,715 46				
10	John Craig									
11	Samuel B. Grice									
12	Bigler & Wilt									
13	Peters & Reed			$2,630 00						
14	Daniel S. Grice									
15	Jos. E. Brenan									
16	John A. Higgins	360 00	2,340 00	3,750 00	6,435 45	6,605 00		12,999 00	600 00	1,094 40
17	W. Herder				4,896 60					
18	Samuel P. Brown									
19	George W. Lawrence							8,767 40		
20	John Wendell	234 00	2,133 50	4,115 00	4,383 71	*5,435 80			288 00	744 40
21	Duncan & Simmon						*10,650 00			
22	George T. Wallace									
23	Coats, Degraw & Beach									
24	W. W. Morris			4,120 00						
25	Wm. A. Wheeler									
26	Allyn, Rose & Cappe	196 00	2,030 50		*4,280 00					
27	Chas. S. Moran									
28	Wm. Brand						11,355 00			
29	Nathan Lane									
30	A. L. Avery	457 00								
31	Wm. D. Kennedy		2,945 50			5,589 50			*288 00	720 80
32	Henry Irwin									
33	Jos. L. Savage	*195 00	2,090 80	3,170 00	4,451 92				334 00	
34	John H. Bowie									
35	Robert Corman									
36	Wm. D. Roberts, jr., & Co.		2,071 50							
37	Louis O. Southmayd									
38	Vickery & Co.									
39	Balis & Constable									

40	Wm. White											
41	James Bigler											
42	Townsend & Co.				3,685 00							
43	Shryock, Johnson & Co											
44	McCombe & Brother											
45	James S. Garrison											
46	S. Patterson											
47	Edward P. Tubb & Co.	330 00	2,941 50			4,403 43						
48	H. H. Doty											
49	Wm. E. Hooper										7,264 95	
50	Morris & Tunner											
51	David Elsey											
52	Philander Ames										9,405 90	
53	Keyser, Troxell & Co				2,590 00							
54	Southard, Herbert & Co											
55	Chas. E. Williams											
56	Wortendyke Brothers											376 00
57	Jas. L. Foxwell & Brothers											
58	Thompson & Oudekyn		2,366 00		3,170 00							
59	Wm. Matthews											
60	Wilson & Williams							5,669 75		10,660 00		
61	E. B. Bixby											
62	Miller & Zeigler											
63	Carl Epping											
64	Henry Keller											
65	Daniel Williams										5,619 31	
66	Mason & Brothers											
67	Daniel H. Sumner											
68	Richard M. Nichols											
69	Wm. S. McAllister											
70	Wm. P. Griffith											
71	James N. McAlpine											
72	John B. Tuns											
73	John J. Lankton		906 00	1,718 00		3,590 67						

* Accepted.

No. 7.—Continued.

No.	Bidders.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting dry goods.	Class 37. Pitch, tar, rosin.	Class 38. Tallow, soap, oil.	Class 39. Ship chandlery.	Class 40. Stationery.
1	Jesse Pritchett								
2	A. L. Avery								
3	Theodore Mosher								
4	Sturdevant & Brother	$2,100 00	$2,145 00	$341 80	$1,172 40	$1,550 00	$3,051 00	$3,196 00	
5	Griffith, Wilson & Co			313 00					
6	Horton, Hall & Co								
7	Alex. M. C. Smith		2,100 00						
8	R. B. Knight								
9	Wm. Lang								
10	John Craig								
11	Samuel B. Grice								
12	Bigler & Wilt								
13	Peters & Reed					1,500 00			
14	Daniel S. Grice						2,934 50		
15	Jos. E. Brenan	1,636 00	2,026 00			1,566 75			
16	John A. Higgins	2,830 00	2,095 00	521 00	1,568 00	2,655 00	3,875 75	4,946 20	
17	A. Herder								
18	Samuel P. Brown								
19	Geo. W. Lawrence								
20	John Wendell	1,600 00	2,040 00	306 60	1,143 50	1,533 75	*2,667 80	3,539 42	
21	Duncan & Slimmon								
22	Geo. T. Wallace								
23	Coats, Degraw & Beach								
24	W. W. Morris								
25	Wm. A. Wheeler								$*530 50
26	Allyn, Rose & Cappe		1,950 00	*279 10		1,553 75		*3,125 90	
27	Chas. S. Moran								
28	Wm. Brand								
29	Nathan Lane								842 80
30	A. L. Avery						3,865 50		
31	Wm. D. Kennedy	1,652 00		315 40		*1,452 50	2,695 50	3,136 30	
32	Henry Irwin					2,402 00			
33	Jos. L. Savage		1,680 00	314 80				3,370 50	
34	John H. Bowie		1,950 00						
35	Robt. Corman	1,819 00	*1,495 00						
36	Wm. D. Roberts, jr., & Co								
37	Louis O. Southmayd								
38	Vickery & Co								1,067 64
39	Balls & Constable					1,566 12			
40	Wm. White								

41	James Bigler								
42	Townsend & Co								
43	Shryock, Johnson & Co								
44	McCombs & Brother	1,908 00	1,650 00						
45	James S. Garrison								
46	S. Patterson								
47	Edward P. Tabb & Co								
48	H. H. Doty								
49	Wm. E. Hooper								
50	Morris & Tanner								
51	David Risley								
52	Philander Ames								
53	Keyser, Troxel & Co								
54	Southard, Herbert & Co						2,791 00		
55	Chas. E. Williams								
56	Wortendyke Brothers								
57	Jas L. Foxwell & Brothers								
58	Thompson & Oudsluys								
59	Wm. Matthews			307 16	*1,009 70				
60	Wilson & Williams						3,008 00		
61	E. B. Risley								
62	Miller & Zeigler								
63	Carl Epping								
64	Henry Keller								
65	Daniel Williams								
66	Mason & Brothers								
67	Daniel H. Sumner								
68	Richard M. Nichols								
69	Wm. S. McAllister								
70	Wm. P. Griffith								1,118 39
71	Jas. N. McAlpine								
72	John E. Tunis								
73	John J. Lankston		1,350 00	216 40				2,026 94	

* Accepted.

NOTE.—Offer 23 of Coats, Degraw & Beach informal—offers for only part of the class; offers 24 and 31f or class 30 tie offers, and awarded by lot; offer 26 of Allyn, Rose & Capps for class 21, declined entering into contract, which was offered and accepted by the next highest bidder; offer 27 of C. H. Moran, declined entering into contract for classes 1 and 14, which were taken by the next highest bidders who would accept; offers 71, 72, and 73 informal—received too late.

No. 8.

Scale of offers to furnish naval supplies at the navy yard, Warrington, Florida, under advertisement from the Bureau of Construction, &c., of May 13, 1858.

No.	Bidders.	Class 1. White oak logs.	Class 3. White oak promiscuous timber.	Class 4. White oak keel pieces and rudder stocks.	Class 10. White pine.	Class 12. Black walnut and cherry.	Class 13. Locust.	Class 14. White ash oars, hickory bars and butts.	Class 18. Lignumvitæ.	Class 21. Iron.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints and oils.
1	Theodore Mosher				$2,295 00	$375 00							
2	William Lang								$305 00	*$600 50	$689 00		
3	Peters & Reed	$1,800 00	$450 00	$2,950 75	1,830 00	500 00	$450 00						
4	Sturdevant & Brothers							$600 00		1,668 75	729 00	$977 00	$708 00
5	A. Herder											936 65	
6	Samuel P. Brown	1,920 00	462 50	2,407 45	1,784 00	380 00	570 00						
7	George W. Laurence								330 00				
8	John Wendell				1,795 00	*240 00	585 60	292 50	*230 00	855 60	*650 60	734 15	*584 50
9	George T. Wallace	1,477 50	345 00	2,366 10				325 00					
10	Charles S. Moran	*1,050 00	*225 00	*1,651 70				225 00					
11	A. L. Avery	2,970 60	750 00	5,367 75	*1,510 60	660 00	*300 00	305 00	305 00	1,177 50	730 00	1,060 70	665 00
12	John A. Higgins									1,222 50	810 00	1,372 60	1,110 70
13	John B. Todd							*222 50		1,039 50	719 50	*605 75	703 00
14	William White	2,100 00	440 00	2,151 00									
15	Shryock, Johnson & Co.								270 00				
16	James S. Garrison	2,160 00	495 00	3,559 15									
17	S. Patterson	1,485 00	297 50	2,763 70	1,715 00		450 00	300 00					
18	Morris & Tanner									1,125 00			
19	John Brown	2,070 00	375 00	3,053 75									
20	George W. Peete	1,740 00	340 00	2,647 68									
21	William E. Anderson	2,220 00	975 00	2,667 24	2,585 00								
22	Richard M. Nichols								220 00				
23	James N. McAlpine	1,650 00	450 00	2,191 40									

* Accepted.

NOTE.—Offer 10, of C. S. Moran, declined entering into contract for classes 1, 2, and 4, which were taken by the next highest bidders who would accept; offer 11, of A. L. Avery, declined entering into contract for classes 10 and 13, which were taken by the next highest bidders who would accept; offers 9 and 22 tie offers, and awarded by lot; offer 23 informal, received too late.

LIST OF CONTRACTS

MADE BY

THE BUREAU OF CONSTRUCTION

DURING THE YEAR 1858—'59.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 15	June 30	Peters & Reed	10,000 ft., board measure, 2-in. white pine plank, No. 1.	$42 50 per M feet.	Kittery.
			10,000 do do do No. 2.	27 50 do.	
			20,000 ft., board measure, 1-in. white pine boards, No. 1.	42 50 do.	
			20,000 do do do No. 2.	25 00 do.	
July 20	June 30	G. W. Lawrence	20,000 ft., board measure, white pine boards, No. 2, 1-in.	40 00 do.	Charlestown.
			30,000 do do do No. 3, 1-in.	23 00 do.	
			10,000 do do plank, No. 2, 1½ to 1¾-in.	40 00 do.	
			6,000 do do do No. 2, 2-in.	30 00 do.	
			5,000 do do do No. 2, 3-in.	40 00 do.	
			10,000 do do do No. 3, 2-in.	23 00 do.	
			40,000 do spruce stage plank, 3-in.	12 00 do.	
July 20	June 30	Shryock, Johnson & Co.	4,000 cubic feet white pine logs	20½ per cub. ft.	Brooklyn.
			40,000 feet, board measure, white pine boards, No. 1, from ¼ to 1-inch, inclusive	35 90 per M feet.	
			25,000 feet, board measure, white pine boards, No. 2, from ¼ to 1-inch, inclusive	24 90 do.	
			8,000 feet, board measure, white pine box boards	17 00 do.	
			30,000 feet, board measure, white pine plank, No. 1, from 1¼ to 2-inch, inclusive	37 90 do.	
			7,000 feet, board measure, white pine plank, No. 1, from 2½ to 3-inch, inclusive	39 50 do.	
			3,000 feet, board measure, white pine plank, No. 1, from 3½ to 4-inch, inclusive	39 50 do.	
			40,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2-inch, inclusive	27 90 do.	
			5,000 feet, board measure, white pine plank, No. 2, from 2½ to 3½-inch, inclusive	27 90 do.	
			20,000 feet, board measure, white pine stage plank, ¾-inch	23 90 do.	
			500 pieces No. 2 Albany plank	22 per piece.	

			1,500 pieces No. 2 Albany boards		20	do.	
			70,000 feet, board measure, white pine No. 1 boards, from ½ to 1-inch, inclusive	34	90	per M feet	Philadelphia.
			5,000 feet, board measure, white pine No. 2 boards, from ½ to 1-inch, inclusive	27	90	do.	
			30,300 feet, board measure, white pine No. 1 plank, from 1½ to 2-inch, inclusive	34	90	do.	
			5,000 feet, board measure, white pine No. 1 plank, from 2½ to 3-inch, inclusive	35	90	do.	
			5,000 feet, board measure, white pine No. 1 plank, from 3½ to 4-inch, inclusive	35	90	do.	
			50,000 feet, board measure, white pine stage plank, 3-inch	19	40	do.	
July 16	June 30	Esau Pickrell	5,000 feet, board measure, white pine boards, No. 1, from ½ to 1-inch, inclusive	38	85	do.	Washington.
			15,000 feet, board measure, white pine boards, No. 1, from 1½ to 2-inch, inclusive	43	84	do.	
			4,000 feet, board measure, white pine plank, No. 1, from 2½ to 3-inch, inclusive	43	65	do.	
			40,000 feet, board measure, white pine boards, No. 3, from 1 to 2½-inch, inclusive, as required	15	45	do.	
July 17	June 30	James Bigler	1,000 cubic feet white pine logs		23	per cub. ft.	Gosport.
			50,000 feet, board measure, white pine boards, No. 1, from ½ to 1-inch, inclusive	38	00	per M ft.	
			20,000 feet, board measure, white pine boards, No. 2, 1 inch thick	30	00	do.	
			100,000 feet, board measure, white pine plank, No. 1, from 1½ to 2-inch, inclusive	38	00	do.	
			25,000 feet, board measure, white pine plank, No. 1, from 2½ to 5 inches thick, inclusive	39	00	do.	
			40,000 feet, board measure, white pine plank, No. 2, 2½ to 3½ inches thick, inclusive	30	00	do.	
			30,000 feet, board measure, white pine stage plank, 3-in. thick	22	00	do.	
Sept. 14	June 30	Samuel P. Brown	500 cubic feet white pine logs		45	per cubic ft.	Warrington.
			5,000 feet, board measure, white pine plank, 1 inch or under, No. 1	58	00	per M feet.	
			10,000 feet, board measure, white pine plank, 1½ to 2 inch, No. 1	58	00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
Sept. 14	June 30	Samuel P. Brown—Cont'd	8,000 feet, board measure, white pine plank, 2½ to 3 inch, No. 1	$58 00 per M feet.	Warrington.
			5,000 feet, board measure, white pine plank, 1 inch, No. 2	45 00 do.	
July 24	June 30	N. W. Coffin	13,000 feet, board measure, clear white ash plank, from 1 to 3 inches thick	44 73 do.	Kittery.
July 22	June 30	Philander Ames	5,000 feet, board measure, clear white ash boards, 1 inch and under	17 00 do.	Charlestown.
			5,000 feet, board measure, clear white ash plank, 1⅛ to 2 inch	37 00 do.	
			10,000 feet, board measure, clear white ash plank, 2⅛ to 5 inch	50 00 do.	
			5,000 feet, board measure, clear cypress boards and planks, from ⅝ to 1⅛ inch	38 00 do.	
			500 cubic feet round ash logs, 14 feet long, 14 inches diameter at top end	65 per cubic ft.	
July 20	June 30	Shryock, Johnson & Co.	5,000 feet, board measure, clear, tough, white oak boards, from ⅝ to 1⅛ inch thick	35 00 per M feet.	Brooklyn.
			1,000 feet, board measure, clear white ash boards, 1 inch thick and under	33 90 do.	
			8,000 feet, board measure, clear white ash plank, 1⅛ to 2 inch	33 90 do.	
			10,000 feet, board measure, clear white ash plank, 2⅛ to 4 inch	33 90 do.	
			20,000 feet, board measure, clear cypress boards and plank, from ⅞ to 1½ inch	36 00 do.	
			200 cubic feet round ash logs, 10 to 14 feet long, 18 inches diameter at top end	38 per cubic ft.	
			8,000 feet, board measure, clear, tough, white oak boards, from 1 to 2 inches thick, from 12 to 16 inches wide	32 90 per M feet.	Philadelphia.

			2,000 feet, board measure, clear white ash boards, 1 inch thick and under	32	90	do.	
			10,000 feet, board measure, clear white ash plank, 1¼ to 2 inches	32	90	do.	
			5,000 feet, board measure, clear white ash plank, 2¼ to 4 inches	32	90	do.	
			10,000 feet, board measure, clear cypress boards and plank from ⅝ to 1¼ inch	35	00	do.	
July 16	June 30	Esau Pickrell	1,000 feet, board measure, white oak boards, 1 inch thick, to be not less than 10 inches wide, and 12 or 16 feet lengths	24	84	do.	Washington.
July 15	June 30	Peters & Reed	10,000 feet, board measure, clear white ash boards, 1 inch	35	00	do.	Gosport.
			30,000 feet board measure, clear white ash plank, 1¼ to 2 inches	35	00	do.	
			3,000 feet, board measure, clear white ash plank, 2¼ to 4 inches	35	00	do.	
			40,000 feet, board measure, clear cypress boards and plank, from ⅝ to 1¼ inch	33	00	do.	
			200 cubic feet ash logs, 20 feet long, and not less than 18 inches in diameter		35	per cubic ft.	
July 24	June 30	N. W. Coffin	4,000 feet, board measure, black walnut, from 3 to 6 inches thick	59	00	per M feet	Kittery.
			5,000 feet, board measure, black walnut, from 1 to 2 inches thick	59	00	do.	
			1,500 feet, board measure, cherry, from 2 to 4 inches thick	45	00	do.	
			3,000 feet, board measure, cherry, from 1 to 1¼ inch thick	45	00	do.	
July 17	June 30	James Bigler	5,000 feet, board measure, black walnut, from 1 to 3 inches thick	45	00	do.	Brooklyn.
			500 feet, board measure, black walnut branch veneers	60	00	do.	
			200 feet, board measure, St. Domingo mahogany plank, 3½ inches	160	00	do.	
			500 feet, board measure, St. Domingo mahogany boards, 1 inch	160	00	do.	
			12 maple joists, 4 inches square, 13 feet long		40	per piece.	
	June 30	Shryock, Johnson & Co.	5,000 feet, board measure, black walnut, from ¼ to 5 inches thick	49	90	per M fect	Philadelphia.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 20	June 30	Shryock, Johnson & Co.—C'd	5,000 feet, board measure, cherry, from ¼ to 3 inches thick	$41 90 per M feet.	Philadelphia.
July 20	June 30	G. W. Lawrence	8,000 feet, board measure, black walnut, 1 to 4 inches thick	70 00....do.	Gosport.
			5,000 feet, board measure, cherry, from 1 to 4 inches thick	70 00 do.	
			3,000 feet, board measure, St. Domingo mahogany, 1 to 5 inches thick	190 00 do.	
			6,000 feet, board measure, bay wood mahogany, 1 to 5 inches thick	90 00 do.	
			500 feet, board measure, black walnut curled veneers	10 per foot.	
July 23	June 30	John Wendell	500 feet, board measure, black walnut, from 2 to 4 inches thick	10....do.	Warrington.
			500 feet, board measure, black walnut branch veneers	10 do.	
			500 feet, board measure, cherry, 2 inches thick	10 do.	
			1,000 feet, board measure, cherry, 4 inches thick	9 do.	
July 20	June 30	Shryock, Johnson & Co.	500 cubic feet yellow locust	88 per cubic foot.	Brooklyn.
21	June 30	Samuel Patterson	1,000 cubic feet yellow locust	95....do.	Philadelphia.
Sept. 14	June 30	Samuel Patterson	300 cubic feet yellow locust	1 50....do.	Warrington.
July 31	June 30	Henry Irwin	600 cubic feet hickory butts	34....do.	Charlestown.
			500 cubic feet elm timber	50 do.	
			100 cubic feet white wood, 10 by 10 inches	25 do.	
20	June 30	Shryock, Johnson & Co.	8,000 feet white ash oars, from 15 to 18 feet long	5 per foot.	Brooklyn.
			20 white heart hickory bars, from 12 to 14 feet long	1 00 each.	
			50 cubic feet hickory butts	40 per cubic foot.	
20	June 30	Shryock, Johnson & Co.	10,750 feet white ash oars, from 12 to 18 feet long	50 00 per M feet.	Philadelphia.
			50 white heart hickory bars, from 12 to 14 feet long	1 50 each.	
Aug. 2	June 30	Shryock, Johnson & Co.	8,000 feet white ash oar rafters, from 13 to 25 feet long	6 per foot.	Gosport.
			150 white hickory bars, from 12 to 16 feet long	1 75 each.	
			80 hickory butts, from 12 to 14 feet long	2 50 do.	

July 20	June 30	John B. Todd	1,500 feet white ash oars, from 14 to 16 feet long	8⅓ per foot	Warrington.
			50 white heart hickory bars, from 12 to 14 feet long	1 50 each.	
			50 cubic feet hickory butts	40 per cubic foot.	
Aug. 2	June 30	G. T. Wallace	10,000 prime white ash barrel staves	44 50 per M	Charlestown.
July 24	June 30	Miller & Zeigler	1,000 pieces white oak staves, in length 62 inches	10½ per piece	Brooklyn.
			500 do do do 56 do	9½ do.	
			500 do do do 44 do	8½ do.	
			1,000 do do do 34 do	7½ do.	
			1,000 do do heading do 32 do	7½ do.	
			500 do prime white ash barrel staves	4½ do.	
July 19	June 30	Samuel P. Brown	1,000 inches black spruce spars, from 5 to 10 inches in diameter	13 per inch	Charlestown.
			20 pieces black spruce spars, from 40 to 50 feet long	2 50 each.	
			30 pieces black spruce spars, from 51 to 65 feet long	7 00 do.	
			4 pieces black spruce spars, from 66 to 70 feet long	15 00 do.	
			300 pieces black spruce shores, from 30 to 40 feet long and 9 to 10 inches at butt	1 10 do.	
July 19	June 30	Samuel P. Brown	2,000 inches black spruce spars, 5 to 10 inches diameter	18 per inch	Philadelphia.
			70 pieces black spruce spars, from 45 to 66 feet long	8 00 each.	
			250 pieces black spruce poles, from 2½ to 4 inches diameter, 20 to 30 feet long	20 do.	
July 26	June 30	Coats, Degraw & Breach	1,000 inches black spruce spars, from 5 to 10 inches diameter	15 per inch	Brooklyn.
			10 pieces black spruce spars, from 70 to 75 feet long	20 00 each.	
			10 do do do 66 to 69 do	15 00 do.	
			10 do do do 60 to 65 do	13 00 do.	
			50 do do poles, 2½ inches diameter, 20 feet long	75 do.	
July 23	June 30	John Wendell	150 inches black spruce spars, 5 to 10 inches diameter	45 per inch	Washington.
July 19	June 30	Samuel P. Brown	800 inches black spruce spars, 5 to 9 inches diameter	20 do	Gosport.
			6 pieces black spruce spars, 55 feet long, 12 inches diameter	12 00 each.	
			12 pieces black spruce spars, 50 feet long, 11 inches diameter	9 00 do.	
			50 pieces black spruce poles, 2½ to 4 inches diameter, 20 feet long	30 do.	
July 17	June 30	R. M. Nichols	6 tons lignumvitæ, 3 to 5 inches	25 00 per ton	Brooklyn.
			10 do 5½ to 8 do	30 00 do.	
			15 do 8½ to 12 do	35 00 do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 17	June 30	R. M. Nichols—Cont'd	11 tons lignumvitæ, 12½ to 16 inches	$50 00 per ton.	Brooklyn.
			1 do 18 inches	60 00 do.	
July 17	June 30	R. M. Nichols	2 tons lignumvitæ, 3 to 5 inches	28 00 do	Philadelphia.
			3 do 5½ to 8 do	35 00 do.	
			4 do 8½ to 12 do	40 00 do.	
			8 do 12½ to 16 do	55 00 do.	
July 20	June 30	Shryock, Johnson & Co	5 tons lignumvitæ, 3 to 6 inches	30 00 do	Gosport.
			10 do 6½ to 12 do	42 00 do.	
			5 do 12½ to 16 do	50 00 do.	
July 23	June 30	John Wendell	1 ton lignumvitæ, 5½ to 8 inches	40 00 do	Warrington.
			1 do 8½ to 12 do	55 00 do.	
			1 do 12½ to 16 do	60 00 do.	
			1 do 16½ to 18 do	75 00 do.	
July 24	June 30	Wm. Lang	28,500 pounds round iron, from ¼ to 1¼ inch	$3\frac{10}{100}$ per pound.	Kittery.
			5,000 pounds hammered square iron, 1 to 3 inches square	$3\frac{26}{100}$ do.	
			25,000 pounds flat iron, from $\frac{3}{16}$ to 1½ inch thick, and from 1 to 8 inches wide	$3\frac{10}{100}$ do.	
July 16	June 30	Horton, Hall & Co	50,000 pounds round iron, $\frac{3}{16}$ to 2½ inch	3¼ do.	Charlestown.
			5,000 pounds round iron, 2⅝ to 3 inch	3¼ do.	
			5,000 pounds round iron, 3¼ to 5½ inch	3¼ do.	
			3,000 pounds square iron, ¼ to 2 inch	3¼ do.	
			3,000 pounds square iron, 2¼ to 5½ inch	3¼ do.	
			1,000 pounds hammered square iron, 1 to 4 inch	3¼ do.	
			25,000 pounds flat iron, from ¼ to 1 inch thick, from 1½ to 9 inches wide	3¼ do.	
			5,000 pounds flat iron, from 1½ to 2 inches thick, from 4 to 10 inches wide	3¼ do.	
			3,000 pounds hoop iron, from $\frac{1}{16}$ to ⅛ inch thick, from ¾ to 2½ inches wide	3¼ do.	
			1,000 pounds angle iron	1 do.	

			2,000 pound thimble iron, from $\frac{5}{16}$ to $\frac{6}{16}$ inch thick, $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide		do.	
			2,000 pounds boiler plate iron, $\frac{5}{16}$ to $\frac{1}{2}$ inch thick	2	do.	
			1,000 pounds boiler plate iron, $\frac{7}{16}$ to $\frac{1}{2}$ inch thick	2	do.	
			500 pounds boiler rivets, $\frac{1}{2}$ inch and over	3	do.	
			500 pounds sheet iron, Nos. 15 to 25	4	do.	
			500 pounds Russia sheet iron, Nos. 18 to 24	4	do.	
			500 pounds cast steel, from $\frac{1}{2}$ to 2 inches square	20	do.	
			500 pounds octagon steel	5	do.	
			500 pounds German steel	5	do.	
			500 pounds blister steel	5	do.	
			2,000 pounds iron spike rods, $\frac{1}{2}$ to $\frac{1}{2}$ inch thick	3	do.	
			1,000 pounds Russia nail rods	3	do.	
July 20	June 30	Joseph L. Savage	100,000 pounds round iron, from $\frac{5}{16}$ to $2\frac{1}{2}$ inch	3	do.	Brooklyn.
			20,000 pounds round iron, from $2\frac{1}{2}$ to 3 inch	3	do.	
			50,000 pounds round iron, from $3\frac{1}{4}$ to 6 inch	3	do.	
			15,000 pounds square iron, from $\frac{1}{2}$ to 2 inch	3	do.	
			20,000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inch	3	do.	
			2,000 pounds hammered square iron, from 1 to 5 inch	$5\frac{1}{2}$	do.	
			30,000 pounds flat iron, from $\frac{1}{2}$ to 1 inch thick, from $1\frac{1}{2}$ to 9 inches wide	3	do.	
			20,000 pounds flat iron, from $1\frac{1}{2}$ to 2 inches thick, from 4 to 10 inches wide	3	do.	
			3,000 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{2}$ inch thick, from $\frac{3}{4}$ to $2\frac{1}{2}$ inches wide	4	do.	
			4,000 pounds angle iron	$4\frac{1}{2}$	do.	
			5,000 pounds T iron	$4\frac{1}{2}$	do.	
			5,000 pounds thimble iron $\frac{5}{16}$ to $\frac{6}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	5	do.	
			20,000 pounds boiler plate iron, from $\frac{5}{16}$ to $\frac{1}{2}$ inch thick	5	do.	
			10,000 pounds boiler plate iron, from $\frac{7}{16}$ to $1\frac{3}{16}$ inch thick	5	do.	
			3,000 pounds puddle plate iron, from 6 to 10 wire gauge	$3\frac{1}{2}$	do.	
			5,000 pounds boiler rivets, $\frac{1}{2}$ inch and over	5	do.	
			100 pounds sheet iron, No. 12 to 20	5	do.	
			500 pounds Russia sheet iron, No. 10 to 20	12	do.	
			1,000 pounds extra cast steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inch square	17	do.	
			5,000 pounds best cast steel, from $\frac{1}{2}$ to $2\frac{1}{2}$ inch square	15	do.	
			600 pounds octagon steel, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch square	15	do.	
			800 pounds German steel	10	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 20	1859. June 30	Joseph L. Savage—Cont'd.	700 pounds blister steel	$0 12 per pound	Brooklyn.
			200 pounds spring steel	¼ do.	
			25,500 pounds round iron, from ¼ to 2½-in	3 do	Philadelphia.
			3,000 pounds round iron, from 2⅝ to 3¾-in	2 9/10 do.	
			17,500 pounds square iron, from 5/16 to 3¾-in	2 9/10 do.	
			20,000 pounds flat iron, from ¼ to 2 inches thick, from 1 to 10 inches wide	2 9/10 do.	
			3,540 pounds thimble iron, from ½ to ⅝ inch thick, from 1 to 2½ inches wide	4 do.	
			6 pieces flat iron, 15 ft. long, 12½ by ½ in.		
			8 pieces flat iron, 11 ft. long, 9 by ½ in. (Weight about	3½ do.	
			2 pieces flat iron, 15 ft. long, 11 by ½ in. 4,000 pounds		
			2 pieces flat iron, 15 ft. long, 6½ by ½ in.		
			2,500 pounds sheet iron, from ⅛ to 5/16 inch thick	5 do.	
			500 pounds sheet iron, No. 17	5 do.	
			6,500 pounds flat iron, best, hammered, from ½ to 1 inch thick, and from 2 to 5 inches wide	5 do.	
			33 bundles blockmaker's rivets, from ½ to 2½-in	1 50 each.	
			700 pounds saucer or clinch rings, from 1 3/16 to 1½-in	12 per pound.	
			100 pounds cast steel, ⅝ to 3 inches square	15 do.	
			40,000 pounds round iron, from 5/16 to 2½-in	2 9/10 do.	Washington.
			10,000 pounds square iron, from ⅜ to 2½-in	2 9/10 do.	
			8,000 pounds flat iron, from ¼ to 1½ inch thick, from 1¼ to 9 inches wide	2 9/10 do.	
			4,000 pounds flat hammered thimble iron, from 5/16 to ⅝ inch thick, from 1 to 2½ inches wide	5 do.	
			300 pounds large size blister steel	12 do.	
			600 pounds cast steel, from ½ to 2½-in., square	15 do.	
			300 pounds cast steel, from 1¼ to 3½-inch, round	10 do.	
			100 pounds shear steel, ½ by 2½ inches, flat	12 do.	

Aug. 7	June 30	Joseph L. Savage	150,000 pounds round iron, from $\frac{3}{16}$ to 2½-in	2.86 do	Gosport.
			6,000 pounds round iron, from 2⅝ to 3 in	3 do.	
			15,000 pounds round iron, from 3½ to 5½-in	3 do.	
			50,000 pounds square iron, from ½ to 2-in	2.9 do.	
			8,000 pounds square iron, from 2½ to 5½ in	3 do.	
			2,000 pounds hammered square iron, from 1 to 4-in	3 do.	
			3,000 pounds hammered round iron, from 1 to 2-in	3 do.	
			4,000 pounds flat iron, from ½ to 1 inch thick, from 1½ to 9 inches wide	3 do.	
			2,000 pounds flat iron, from 1½ to 2 inches thick, from 4 to 10 inches wide	3 do.	
			400 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{12}$ inch thick, from ¾ to 1½ inch wide	4½ do.	
			1,000 pounds thimble iron, from $\frac{5}{16}$ to $\frac{5}{8}$ inch thick, from ½ to 2½ inches wide	5 do.	
			6,000 pounds boiler plate iron, from $\frac{3}{16}$ to ⅜ inch thick	5 do.	
			2,500 pounds boiler plate iron, from $\frac{7}{16}$ to ½ inch thick	5 do.	
			50 pounds extra cast steel, from ⅜ to 2-in. square	17 do.	
			50 pounds octagon steel, from ⅜ to 1½-inch	16 do.	
			50 pounds German steel	10 do.	
			4,000 pounds iron spike rods, from ½ to ¾ inch thick	4 do.	
July 24	June 30	W. Lang	5,000 pounds flat iron, from ½ to 1 inch thick, and 1 to 6 inches wide	3.85 do	Warrington.
			1,000 pounds 3½ by 3½ inches square hammered iron	6 do.	
			1,000 pounds 1½ by 1½ inch square hammered iron	6 do.	
			10,000 pounds round iron, from ½ to 2-in	3.18 do.	
			2,000 pounds round iron, from 2½ to 4-in	3.5 do.	
			1,500 pounds of assorted sizes thimble iron	5 do.	
			500 pounds of angle iron, 10 pounds per foot	4 do.	
			500 pounds of plate iron, ¼ inch thick, in sheets 4½ by 2 feet	5½ do.	
			4,000 pounds wrought iron spikes, from 3½ to 6 inches long	4½ do	Kittery.
			6,000 pounds wrought iron spikes, from 6½ to 9 in. long	3¾ do.	
			600 pounds wrought iron nails, 6d to 30d	7 do.	
			300 pounds wrought iron clout nails, from ½ to 1½-in	15 do.	
			1.000 pounds cut iron nails, from 4d to 40d	3.6 do.	
			50 pounds cut iron finishing nails, from 1 to 2-in	3.6 do.	
			300 pounds cut iron brad head nails, 4d to 10d	4 do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 16	June 30	Horton, Hall & Co.	5,000 pounds wrought iron spikes, 4 to 6 inches long	$0 04 per pound	Charlestown.
			5,000 pounds wrought iron spikes, 6½ to 9 inches long	5½ do.	
			500 pounds wrought iron nails, 6d to 30d	4 do.	
			500 pounds wrought iron boat nails, 4d to 20d	2 do.	
			500 pounds wrought iron sheathing nails, 2 to 3-inch	2 do.	
			50 pounds wrought iron clout nails, from ½ to 1½-in	8 do.	
			3,000 pounds iron cut nails, from 4d to 40d	3½ do.	
			200 pounds iron finishing nails, 1 to 2-in	2 do.	
			100 pounds iron cut brad-head nails, 4d to 10d	2 do.	
July 23	June 30	John Wendell	7,000 pounds hand made wrought iron spikes, from 4 to 6 inches long	4 4/10 do.	Brooklyn.
			13,000 pounds hand made wrought iron spikes, from 6½ to 8 inches long	4 4/10 do.	
			300 pounds wrought iron nails, 6d to 30d	6 do.	
			25 pounds wrought iron clout nails, ½ to 1½-in	8 do.	
			2,000 pounds iron cut nails, from 4d to 40d	3¾ do.	
			300 pounds iron cut finishing nails, from 1 to 2-in	4 do.	
			700 pounds iron cut brad-head nails, from 4d to 10d	4 do.	
			175,000 iron cut brads, ¾ to 1½-inch	5 per M.	
July 20	June 30	Joseph L. Savage	600 pounds iron cut spikes, 6 to 9 inches	3½ per pound	Philadelphia.
			2,000 pounds wrought iron spikes, from 4 to 6 inches long	5 do.	
			1,000 pounds wrought iron spikes, from 6½ to 9 inches long	4¾ do.	
			1,100 pounds wrought iron nails, 6d to 30d	7 do.	
			200 pounds wrought iron boat nails, 8d to 10d	10 do.	
			3,400 pounds iron cut nails, from 4d to 40d	3 46/100 do.	
			150 pounds clout nails, from ½ to 1½-in	9 do.	
			100 pounds iron finishing nails, from 1 to 2-in	8 do.	

			7,000 iron sprigs	15	per M.	
			7,000 scupper nails	50	do.	
			3,000 pounds iron cut nails, from 4d. to 40d	3 45/100	per pound.	Washington.
			1,000 pounds wrought iron nails, 4d. to 40d	6½	do.	
			50 pounds clout nails, from ½ to 1½-in.	9	do.	
			800 pounds wrought iron nails, 6d. to 30d	3½	do	Gosport.
			100 pounds wrought iron clout nails, from ½ to 1½-in	10	do.	
			4,000 pounds wrought iron cut nails, from 4d. to 40d	3½	do.	
			200 pounds finishing nails, from 1 to 2-in	8	do.	
July 23	June 30	John Wendell	2,000 pounds drawn lead pipe, from ½ to 2½ inches in diameter	7½	do	Kittery.
			2,000 pounds slab zinc	7½	do.	
			1,000 pounds banca tin	34	do.	
			50 pounds braziers' solder	30	do.	
			30 pounds soft solder	20	do.	
July 16	June 30	Horton, Hall & Co	4,000 pounds drawn lead pipe, ½ to 2½ inches diameter.	10	do	Charlestown.
			1,000 pounds sheet zinc	10	do.	
			5,000 pounds pig zinc	6	do.	
			4,000 pounds banca tin	35	do.	
			50 pounds braziers' or spelter solder	14	do.	
			50 pounds tinners' or soft solder	10	do.	
			5 boxes tin plate, middling	5 00	per box.	
			5 boxes tin plate, XX, 14 by 20	5 00	do.	
			5 boxes tin plate, SDX	5 00	do.	
			5 boxes tin plate, IC, 10 by 14	5 00	do.	
			5 boxes tin plate, IC, 14 by 20	5 00	do.	
July 23	June 30	John Wendell	3,000 pounds pig lead	3	per pound	Brooklyn.
			9,000 pounds drawn lead pipe, from ½ to 2½ inches diameter	7	do.	
			360 pounds sheet zinc	9½	do.	
			4,500 pounds slab zinc	8	do.	
			5,000 pounds banca tin	35	do.	
			200 pounds braziers' or spelter solder	10	do.	
			100 pounds tinners' or soft solder	10	do.	
			2 boxes tin plate, IX	12 00	per box.	
			22 boxes tin plate, IC, 10 by 14	7 50	do.	
			1 box tin plate, IC, 14 by 20	12 00	do.	
			1 box tin plate, SDX	20 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 15	June 30	James Lesley, jr	12 water closet cocks, 1-inch, with coupling, complete	$2 00 each	Philadelphia.
			1,000 pounds pig lead	6¾ per pound.	
			375 pounds drawn lead pipe, from ½ to 2½ inches diameter	8 do.	
			300 pounds sheet zinc	9 do.	
			500 pounds banca tin	32 do.	
			1 box tin plate, XX, 10 by 14	13 50 per box.	
			3 boxes tin plate, X, 14 by 20	12 50 do.	
			3 boxes tin plate, XX, 14 by 20	14 00 do.	
			60 sheets tin, XXX	15 per sheet.	
			10 pounds braziers' solder	30 per pound.	
			20 pounds soft solder	25 do.	
July 20	June 30	Joseph L. Savage	100,000 pounds best Missouri pig lead	6⅛ do.	Washington.
			10,000 pounds best slab zinc	7 do.	
			15,000 pounds best English or banca tin	29½ do.	
			50 pounds braziers' solder, long grained	30 do.	
			6 boxes bright tin plate, I. X. R G., 10 by 14 inches	12 00 per box.	
			1 coil 2-inch lead pipe, say 200 pounds	7½ per pound.	
July 24	June 30	W. Lang	4,000 pounds drawn lead pipe, from ½ to 2½ inches diameter	9 do.	Gosport.
			200 pounds sheet zinc	11 do.	
			1,000 pounds pig zinc	7 do.	
			4,000 pounds banca tin	32 do.	
			400 pounds braziers' or spelter solder	25 do.	
			50 pounds tinners' or soft solder	35 do.	
			20 boxes tin plate, XX, 14 by 20	14 00 per box.	
July 28	June 30	John Wendell	1,000 pounds pig lead	7½ per pound	Warrington.
			200 pounds sheet zinc	10 do.	
			500 pounds banca tin	36 do.	
			50 pounds braziers' soft solder	30 do.	

			20 boxes tin plate, 10 by 14	12 00	per box.	
			1,500 pounds 1 to 2 inch drawn lead pipe	8	per pound.	
July 16	June 30	Horton, Hall & Co	75 tons best quality cold blast American pig iron, (2,240 pounds to the ton)	35 00	per ton	Charlestown.
			30 tons best quality Scotch pig iron, (2,240 pounds to the ton)	30 00	do.	
July 20	June 30	Joseph L. Savage	100 tons No. 1 cold blast American pig iron, (2,240 pounds to the ton)	44 00	do	Brooklyn.
			50 tons No. 2 cold blast American pig iron, (2,240 pounds to the ton)	30 00	do.	
July 23	June 30	Keyser & Troxell	100 tons No. 1 best cold blast American pig iron, (2,240 pounds to the ton)	27 50	do	Washington.
			50 tons No. 2 American pig iron, (2,240 pounds to the ton)	24 50	do.	
			25 tons No. 3 American pig iron, (2,240 pounds to the ton)	22 00	do.	
			30 tons No. 1 cold blast American pig iron, (2,240 pounds to the ton)	27 00	do	Gosport.
			50 tons No. 2 cold blast American pig iron, (2,240 pounds to the ton)	24 50	do.	
			10 tons best Scotch pig iron, (2,240 pounds to the ton)	25 50	do.	
July 16	June 30	Horton, Hall & Co	4 adzes, carpenters', handled	1 50	each	Charlestown.
			2 adzes, hollow, handled	1 50	do.	
			1 adze, coopers', handled	1 50	do.	
			5 axes, broad, handled	2 00	do.	
			20 axes, wood	1 25	do.	
			50 augers, ship, patent, assorted, estimated at 400 eighths	8	per eighth.	
			1 anvil, estimated at 140 pounds	7	per pound.	
			1 dozen awls, brad, handled	25	per dozen.	
			1 dozen awls, wire, handled	25	do.	
			1 dozen awls, shoemakers', handled	25	do.	
			50 pounds burrs, copper, assorted	60	per pound.	
			2 braces and bits, wood, complete, (48 bits)	4 50	per set.	
			1 brace and bit, iron, complete, (20 bits)	2 00	do.	
			2 dozen buttons, plate brass	50	per dozen.	
			25 pounds brass, sheet, assorted	40	per pound.	
			2 bells, cabin, with cranks and fixtures, complete	1 00	each.	
			12 water-closet basins, china	2 50	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 16	1859. June 30	Horton, Hall & Co—Con'd.	50 M brads, iron, assorted	$0 30 per M.	Charlestown.
			6 boxes tinder and steel	50 each.	
			1 dozen compasses, carpenters'	2 00 per dozen.	
			1 dozen chisels, firmer	4 50 do.	
			1 dozen chisels, socket	6 50 do.	
			4 sets dies, letters and figures, ¾-inch	8 00 per set.	
			3 dividers, brass	50 each.	
			4 diamonds, glaziers'	5 00 do.	
			2 drills, stock, press	1 00 do.	
			2 drills, box and bow	1 00 do.	
			2 drill braces	1 00 do.	
			2 dozen files, whip-saw, 6 to 8 inch	2 00 per dozen.	
			6 dozen files, hand-saw, 5 to 6 inch	2 00 do.	
			2 dozen files, cross-cut, 6 to 10 inch	2 00 do.	
			1 dozen files, rat-tail, 5 to 10 inch	2 50 do.	
			2 dozen files, flat, bastard, 8 to 14 inch	3 00 do.	
			2 dozen files, flat, fine, 8 to 12 inch	3 00 do.	
			2 dozen files, flat, single cut, 12-inch	3 00 do.	
			1 dozen files, four-sided, 8 to 14 inch	3 00 do.	
			1 dozen files, round, 8 to 14 inch	3 00 do.	
			2 dozen files, half-round, 8 to 14 inch	3 00 do.	
			1 dozen files, safe-edged, 8-inch	2 00 do.	
			1 dozen gimlets, nail, assorted	1 00 do.	
			1 dozen gimlets, spike, assorted	1 00 do.	
			1 dozen gouges, socket, assorted	9 00 do.	
			1 dozen gouges, firmer, assorted	9 00 do.	
			12 gridirons	1 50 each.	
			12 griddles	1 50 do.	
			6 hammers, handled	25 do.	
			24 hammers, claw, handled	1 00 do.	

24 pair brass hinges, butt, shifting pins, 4½ by 4 inches	1 00	per pair.
24.....do.....do..... 4 by 4..do...	1 00	do.
24.....do.....do..... 4 by 3½..do...	1 00	do.
24.....do.....stationary .. 4 by 3½..do...	75	do.
24.....do.....do..... 3½ by 2½..do...	50	do.
24.....do.....do..... 2½ by 2..do...	40	do.
24.....do.....do..... 2 by 1½..do...	25	do.
24 pair iron butt, stationary, 4 by 3½ inches	15	do.
24.....do.....2 by 2 to 4 by 3½ inches .	15	do.
1 dozen hooks, cabin door, brass, 4 to 6 inches.....	6 00	per dozen.
12 hatchets, handled	75	each.
12 pair hasps, joint, chest and staple	75	per pair.
12 knives, sail.....	50	each.
12 kettles, copper, tea	6 00	do.
12 kettles, iron, tea	1 00	do.
12 kettles, fish.....	4 00	do.
6 sets knobs, mineral	50	per set.
6 sets knobs, white porcelain.....	50	do.
1 dozen locks, brass, mortise, 3 by 4 inches, in thickness ⅝ of an inch, brass keys, furniture plated, white porcelain knobs, complete, right and left.....	18 00	per dozen.
3 dozen locks, brass, dead, 3 by 5 inches	4 00	do.
3 dozen locks, brass, drawer, 2 by 3¾ inch.....	4 00	do.
3 dozen locks, brass, chest, 3 by 4 inches.....	4 00	do.
2 dozen locks, brass, closet, 6 by 4 inches	4 00	do.
2 dozen locks, brass, closet, 1¾ by 3 inches.....	3 00	do.
2 dozen locks, brass, bookcase, 2 by 3 inches.....	3 00	do.
2 dozen locks, brass, desk, 3½ inch	3 00	do.
2 dozen locks, brass, pad, 2½ to 3 inch.....	10 00	do.
5 dozen locks, iron, pad, 2½ to 3 inch.....	5 00	do.
2 ladles, iron.....	25	each.
2 ladles, pitch	1 00	do.
1 set castings for turning lathe, with turning tools complete, for wood and iron.....	20 00	per set.
200 pounds anti-attrition metal	50	per pound.
2 planes, grooving, width of iron ¼ to 1 inch	75	each.
2 planes, smoothing, width of iron 1¾ to 2 inch.....	75	do.
2 planes, rabbet, width of iron 1 to 2 inch.....	75	do.
2 planes, long jointer, width of iron 2½ inches	1 25	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 16	June 30	Horton, Hall & Co—Cont'd	2 planes, short jointer, width of iron 2½ inches	$1 25 each	Charlestown.
			1 plane, jointer, long, coopers'	5 00 do.	
			1 plane, jointer, short, coopers'	5 00 do.	
			2 planes, block	75 do.	
			2 planes, jack, width of iron 1¾ to 2 inches	75 do.	
			2 planes, beading, width of iron ¼ to ⅜ inch	75 do.	
			2 planes, moulding, width of iron ¼ to ⅜ inch	75 do.	
			2 planes, plough, 8 bits	6 00 do.	
			2 planes, match, to suit ¾ and ⅞ boards	3 00 do.	
			2 pincers, assorted	50 do.	
			2 plyers, assorted	25 do.	
			12 frying pans	75 do.	
			24 stew pans	1 25 do.	
			12 bake pans	1 00 do.	
			2 pots, iron	1 50 do.	
			12 rules, 2 feet, double and single jointed	50 do.	
			12 rasps, wood, assorted	50 do.	
			300 pounds rivets, iron, coopers'	6 per pound.	
			800 pounds rivets, sheave, ⅜ to 3¾ inch	4 do.	
			100 pounds rivets, copper, boat, assorted	30 do.	
			6 saws, hand, 2 feet 6 inches	1 25 each.	
			2 saws, whip	3 75 do.	
			2 saws, cross-cut, 6 feet long	4 50 do.	
			6 saws, wood, with frames	75 do.	
			6 saws, hack, with frames	75 do.	
			2 saws, panel, 14 to 20 inch	75 do.	
			2 saws, compass, 10 to 15 inch	75 do.	
			2 saws, keyhole and pad, 6 to 12 inch	50 do.	
			2 saws, tenon	1 00 do.	
			2 saws, dovetail	1 00 do.	

			50 gross screws, brass, gimlet point, Nos. 4 to 24	50	per gross.	
			50 gross screws, iron, gimlet point, Nos. 3 to 24	50	do.	
			24 shovels, coal, steel	1 00	each.	
			24 shovels, steel	1 00	do.	
			50 scrapers, ships', handled, steel blade	50	do.	
			1 shears, bench, tinners'	9 00	do.	
			1 shears, hand	5 00	do.	
			1 shears, sheep	1 00	do.	
			1 stake, iron	9 00	do.	
			1 stake, edging, tinners'	4 00	do.	
			1 stake, planishing	12 00	do.	
			25 M tacks, iron, gimp	5	per M.	
			25 M tacks, iron, cut	12	do.	
			25 M tacks, copper, cut	50	do.	
			200 pounds wire, brass, assorted	30	per pound.	
			500 pounds wire, copper, assorted	50	do.	
			200 pounds wire, iron, assorted	5	do.	
			50 pounds wire, steel, assorted	40	do.	
July 15	June 30	James Lesley, jr	3 adzes, carpenters', handled	1 75	each	Brooklyn.
			1 adze, hollow, handled	1 75	do.	
			1 adze, coopers', handled	1 50	do.	
			3 axes, broad, handled	2 50	do.	
			1 axe, coopers', handled	2 50	do.	
			12 axes, wood, handled	1 00	do.	
			25 axes, pick, with hoe combined, handled	1 00	do.	
			10 augers, ship, patent, assorted, estim'd at 80 eighths	8	per eighth.	
			1 dozen awls, brad, handled	96	per dozen.	
			4 ..... do ..... wire, handled	75	do.	
			3 ..... do ..... shoemakers', handled	50	do.	
			2 anvils, estimated 140 pounds each, say 280 pounds	7	per pound.	
			60 pounds burrs, copper, assorted	35	do.	
			2 braces and bits, wood, complete, (48 bits)	7 00	per set.	
			2 bevels, steel-tongued	60	each.	
			3 dozen buttons, plate, brass	1 00	per dozen.	
			6 dozen bolts, flush, brass, 6 by 1¼ inch	4 00	do.	
			1 dozen bolts, neck, brass, 6-inch	4 00	do.	
			2 balances, spring, to weigh 25 pounds	1 75	each.	
			4 ..... do ..... 50 pounds	3 00	do.	
			200 pounds brass, sheet, assorted	30	per pound.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 15	1859. June 30	James Lesley, jr.—Cont'd..	3 coopers' crows	$1 50 each	Brooklyn.
			1 dozen compasses, carpenters'	2 00 per dozen.	
			½ dozen compasses, armorers'	8 00 do.	
			4 dozen chisels, firmer, assorted, handled	5 00 do.	
			1.....do.....socket.....do	7 50 do.	
			20 sets couplings and boxes, complete, for hand pumps	3 50 per set.	
			6 smiths' callipers	50 each.	
			6 cranks and segments for bells, brass	25 do.	
			6 sets brass fixed wheel castors	75 per set.	
			1 set dies, letters and figures, ⅜-inch	7 00 do.	
			2 diamonds, glaziers'	5 00 each.	
			1 set drills, with box and bow	1 50 per set.	
			6 dozen escutcheons, plate, brass, assorted	20 per dozen.	
			1.....do.....thread.....do	25 do.	
			2 pounds escutcheon pins.....do	75 per pound.	
			6 dozen files, hand-saw, 5 to 6 inch	1 50 per dozen.	
			5.....do.....flat, bastard, 8 to 14 inch	4 00 do.	
			1.....do.....flat, smooth, 8 to 14 inch	6 00 do.	
			3.....do.....flat, 2d cut, 10 to 12 inch	4 00 do.	
			4.....do.....safe-edge, 8 to 12 inch	4 00 do.	
			2.....do.....parallel, smooth, 10 to 14 inch	7 00 do.	
			1.....do.....parallel, 2d cut, 10 to 14 inch	6 00 do.	
			2.....do.....hand, smooth, 10 to 14 inch	6 00 do.	
			2.....do.....hand, 2d cut, 10 to 14 inch	5 50 do.	
			2.....do.....half-round bastard, 10 to 14 inch	4 50 do.	
			5.....do.....do.....smooth, 10 to 14 inch	5 00 do.	
			1.....do.....round bastard, 8 to 12 inch	3 00 do.	
			4.....do.....3-square bastard, 6 to 10 inch	2 00 do.	
			2.....do.....4-square bastard, 8 to 14 inch	4 00 do.	
			2.....do.....cabinet makers', wood, 8 to 12 inch	4 00 do.	

2	....do....cross-cut saw	2 50	do.
3	filerers, with cock and couplings, complete	1 00	each.
2	4-inch gouge, with stop-crank and fixtures, complete	2 50	do.
2	6-inch.....do	3 00	do.
5	dozen nail gimlets, assorted	75	per dozen.
1	dozen spike gimlets, assorted	3 00	do.
½	dozen carpenters' gauges	3 00	do.
2	dozen firmer gouges, handled, assorted	4 00	do.
1	dozen socket gouges, handled, assorted	8 00	do.
6	gridirons	1 00	each.
6	griddles	1 00	do.
6	hammers, tinners', handled	50	do.
6	hammers, saddlers', handled	75	do.
3	hammers, coopers', handled	75	do.
12	hammers, rivet, handled	37½	do.
9	hammers, hand, handled	60	do.
6	hammers, claw, handled	65	do.
12	hatchets, cast steel, handled	80	do.
50	pair brass butt hinges, 4½-inch, shifting pins	90	per pair.
100	.....do.....3½.....do	80	do.
5	.....do.....4½ by 4½ inch, shifting pins	1 50	do.
250	.....do.....3 inch, stationary pins	30	do.
250	.....do.....2½.....do	20	do.
100	.....do.....2.....do	20	do.
12	pair secretary hinges and fastenings, complete, brass, 5 by 5	80	do.
10	pair table hinges, brass, 2½ inches	40	do.
12	pair iron butt hinges, 2 by 1½ to 4 by 4 inches	30	do.
1	dozen cabin door hooks, brass, 6-inch	3 75	per dozen.
30	dozen coat and hat hooks, brass	1 50	do.
10	dozen pantry hooks, brass	50	do.
10	dozen japanned coat hooks	25	do.
12	dozen iron side hooks and eyes, 2½-inch	37½	do.
3	drawing knives	1 00	each.
2	dozen black walnut knobs	50	per dozen.
3	dozen brass knobs and spindles	6 50	per dozen.
2	pitch kettles, 16 to 20 inches diameter at top	2 25	each.
1	glue kettle	3 50	do.
3	iron tea kettles	1 50	do.

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LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 15	1859. June 30	James Lesley, jr.—Cont'd.	3 fish kettles	$4 00 each	Brooklyn.
			3 camp kettles	3 25 do.	
			36 dozen blank drawer lock keys	25 per dozen.	
			2 dozen blank padlock keys	50 do.	
			17 dozen iron padlocks	2 50 do.	
			3 dozen brass padlocks	10 00 do.	
			3 dozen brass deadlocks, 5-inch	6 00 do.	
			24 dozen brass drawer locks, 2½-inch	2 25 do.	
			17 dozen brass cupboard locks, 3½-inch, right and left	4 00 do.	
			1 dozen brass bookcase locks, 2 by 3 inches	3 50 do.	
			6 dozen iron mortise locks, 3½ and 4 inch	4 00 do.	
			3 dozen iron chest locks, 3½-inch	3 75 do.	
			2 dozen iron drawer locks	3 00 do.	
			2 dozen iron closet locks, 2½ and 4 inches, right and left	3 50 do.	
			All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
			12 iron ladles	1 50 each.	
			6 moulding planes	50 do.	
			3 turning lathes and tools, complete, for wood and iron	40 00 do.	
			3 grooving planes, width of iron ¼ to 1 inch	1 50 do.	
			12 smoothing planes, width of iron 1¾ to 2 inches	1 10 do.	
			6 beading planes, width of iron ¼ to ¾ inch	75 do.	
			6 pincers, assorted	75 do.	
			22 plyers, cutting and assorted	40 do.	
			20 frying pans, assorted sizes	35 do.	
			50 stew pots	85 do.	
			4 [illegible], 2 feet, double and single jointed	1 60 do.	
				50 do.	

[illegible] coppersmiths' copper rivets	40	do.
20 pounds copper hose rivets	30	per pound.
20 pounds copper boat rivets	50	do.
100 pounds copper boiler rivets	45	do.
200 pounds iron sheave rivets, $\frac{3}{4}$ to $3\frac{1}{2}$ inch	40	do.
250 pounds coopers' iron rivets	14	do.
2 wood saws	12	do.
3 hand saws	1 00	each.
6 hack saws, with frames	3 00	do.
12 hack saw blades	50	do.
1 dovetail saw	15	do.
6 compass saws, 10 to 15 inch	1 50	do.
2 keyhole saws and pads, 6 to 12 inch	40	do.
3 tenon saws	50	do.
3 saw sets	1 30	do.
1 scale beam, to weigh 1,000 pounds	75	do.
18 bench and clamp screws	7 50	do.
24 iron bed screws	40	do.
2 jackscrews, $2\frac{1}{2}$ to 3 feet, equal to Ballard's	5	do.
75 gross brass screws, gimlet points, No. 4 to 26	10 00	do.
150 gross iron screws, gimlet points, No. 3 to 24	1 50	per gross.
3 spoke shaves	80	do.
3 iron squares, 2 feet	75	each.
3 steel squares, 2 feet	30	do.
74 steel coal shovels	75	do.
75 steel shovels	70	do.
12 steel scoop shovels	70	do.
50 ship scrapers, steel blades, handled	1 00	do.
1 tinners' bench shears	40	do.
2 tinners' hand shears	5 00	do.
2 edging stakes	2 25	do.
2 planishing stakes	4 00	do.
5 screw plates and taps, large size	4 50	do.
5 screw plates and taps, small size	8 00	do.
12 pair scissors	3 00	do.
12,000 iron gimp tacks	$37\frac{1}{2}$	do.
200,000 iron cut tacks	10	per M.
44 table fasteners, $2\frac{1}{2}$ by $2\frac{1}{2}$ inches	8	do.
	20	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 15	June 30	Jas. Lesley, jr.—Cont'd..	360 pounds bench vises, 3½ to 5½ inch jaws	$0 12 per pound.	Brooklyn.
			3 hand vises	1 00 each.	
			200 pounds brass wire, assorted	31 per pound.	
			475 pounds copper wire, assorted	40 do.	
			200 pounds iron wire, assorted	6 do.	
			12 water-closet fixtures, water valves, stop-cocks, china basins, complete	10 00 each.	
			2 water-closet basins, china	2 00 do.	
			40 screw wrenches	1 40 do.	
			1,000 pounds wood screw bolts, assorted, 3 to 4 inch	10 per pound.	
			3,000 pounds pressed iron nuts	9½ do.	
July 15	June 30	James Lesley, jr	7 adzes, carpenters', handled	2 10 each	Philadelphia.
			4 axes, junk, handled	80 do.	
			2 adzes, hollow, handled	2 25 do.	
			2 adzes, handled	1 00 do.	
			3 adzes, coopers', handled	1 60 do.	
			10 axes, broad, handled	2 50 do.	
			2 axes, coopers', handled	2 25 do.	
			4 axes, wood, handled	1 05 do.	
			24 augers, ship, patent, assorted, estimated at 400 eighths	8 per eighth.	
			6 dozen awls, brad, handled	60 per dozen.	
			3 dozen awls, wire, handled	75 do.	
			2 anvils, estimated at 140 pounds each, amounting to 280 pounds	11 00 each.	
			9 pounds burrs, copper, assorted	15 per pound.	
			2 braces and bits, wood, complete, (48 bits)	5 37½ per set.	
			5 braces and bits, iron, complete, (20 bits)	2 50 do.	
			3 bevels, steel tongued	35 each.	
			10 dozen buttons, plate, brass, 1¼ to 2 inch	56 per dozen.	

5 dozen bolts, flush, brass, 2 by 5 inches	6	50	do.
3 dozen bolts, flush, brass, 4 by ¾ inch		60	do.
4 dozen bolts, flush, brass, 1½ by 2 inches	1	65	do.
2 dozen bolts, barrel, brass, 4 to 6 inch	5	25	do.
2 borers, bung	1	50	each.
2 borers, tap		40	do.
8 gross buttons black, japanned		25	per gross.
13 pounds brass, sheet		32	per pound.
4 bells, cranks and segments for		20	each.
2 dozen compasses, carpenters'	2	00	per dozen.
2 dozen chisels, firmer, assorted, handled	3	00	do.
2 dozen chisels, socket, handled	8	00	do.
20 catches, brass, cupboard, No. 2		10	each.
3 dozen castors, brass, 2-inch socket	2	50	per dozen.
3 dozen castors, brass, sofa	1	00	do.
4 compasses, iron, armorers'		75	each.
3 pair callipers, smiths'		50	do.
3 crows	2	00	do.
3 dividers, brass, sailmakers'	1	00	do.
2 sets dies, letters and figures ⅜-inch	7	00	per set.
2 diamonds, glaziers'	5	00	each.
2 drills, stock press	3	50	do.
24 dozen escutcheons, plate brass		15	per dozen.
24 dozen escutcheons, thread		5	do.
3 pounds escutcheon pins, assorted		75	per pound.
10 dozen files, hand-saw, 5 to 6 inch	1	50	per dozen.
4 dozen files, whip-saw	1	60	do.
7 dozen files, cross-cut saw	2	40	do.
7 dozen files, fine saw		75	do.
18 files, flat, (bastard,) 15 to 18 inch		50	each.
18 files, fine, 15 to 18 inch		50	do.
6 files, square, 15 to 18 inch		75	do.
18 files, half round, 15 to 18 inch		40	do.
18 files, half round, (bastard,) 15 to 18 inch		60	do.
7 files, three-sided, 12-inch		28	do.
8 files, rat-tail, 12-inch		40	do.
2 frows		25	do.
36 gimlets, nail, assorted		15	do.
12 gimlets, spike		20	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 15	June 30	James Lesley, jr—Cont'd.	12 gouges, firmer, handled, assorted	$0 25 each	Philadelphia.
			12 gouges, socket	70 do.	
			3 gridirons	1 00 do.	
			2 griddles	65 do.	
			10 hatchets, handled	80 do.	
			40 pair hinges, brass, butt, shifting pins, 3½ by 4 in	1 12½ per pair.	
			40 pair hinges, brass, butt, shifting pins, 3 by 3½ in	80 do.	
			60 pair hinges, brass, butt, stationary pins, 1½ to 4 in	20 do.	
			24 pair hinges, brass, butt, secretary drawer and fastenings	65 do.	
			12 pair hinges, brass, butt, table, 2 by 4 in	50 do.	
			12 pair hinges, iron, butt, stationary, 4½ by 4½ in.	10 do.	
			72 pair hinges, iron, butt, 2 to 4 inch	9 do.	
			24 pair hinges, iron, butt, strap, chest, 12 to 18 in	10 do.	
			8 dozen hooks and eyes, flush, for furniture	25 per dozen.	
			6 dozen hooks, coat and hat, with porcelain knobs	2 00 do.	
			12 dozen hooks, cabin door, brass, 3 to 6 inch	1 75 do.	
			30 dozen hooks, pantry, brass, assorted sizes	15 do.	
			2 dozen hooks, lamp, brass, assorted sizes	1 25 do.	
			36 hasps, iron, joint, and staples	20 each.	
			12 hammers, claw, handled	50 do.	
			2 hammers, wrench ..do	1 15 do.	
			5 hammers, tinners' ..do	5 do.	
			6 hammers, sledge ...do	1 00 do.	
			5 hammers, saddlers' ..do	50 do.	
			8 hammers ..do	1 00 do.	
			6 dozen handles, iron, flush, No. 2	1 12½ per dozen.	
			2 sets hoops, truss	5 00 per set.	
			24 knives, sail, steel blades	15 each.	
			4 knives, shoemakers'	5 do.	

8 knives, drawing	90	do.
4 knives, putty	25	do.
4 knives, pallet	25	do.
2 knives, rounding	1 50	do.
2 knives, hollow	88	do.
4 kettels, iron, tea	1 25	do.
6 kettles, copper, tea	3 50	do.
2 kettles, fish	2 60	do.
3 kettles, pitch	1 50	do.
24 dozen knobs, black walnut, ¼ to 2 inch	20	per dozen.
10 dozen knobs, mahogany, ½ to 2 inch	10	do.
12 dozen knobs, screw, brass, ½ to 1¼ inch	30	do.
3 dozen knobs, mineral	1 15	do.
2 dozen knobs, porcelain	3 50	do.
8 dozen knobs, screw, porcelain, ¾ to 1¼ inch	36	do.
3 lines, measuring, 100 feet long	4 00	each.
1 lathe and tools, turning	45 00	do.
3 ladles, pitch	2 00	do.
4 dozen locks, brass, mortise, 3 by 4 inches, in thickness ⅝ of an inch, brass keys, furniture plated, white porcelain knobs, complete, right and left	15 00	per dozen.
6 dozen locks, brass, drawer, 2 to 2¾ inch	2 25	do.
3 dozen locks, brass, chest, 2 to 3 inch	3 00	do.
4 dozen locks, brass, closet, 2 to 3 inch, right and left	2 00	do.
2 dozen locks, brass, pad, 2½ and 3 inch	9 00	do.
3 dozen locks, brass, bookcase and wardrobe, 2 by 3 inches	2 00	do.
3 dozen locks, iron, chest, 2½ and 3 inch	2 00	do.
3 dozen locks, iron, drawer, 2 to 2¾ inch	2 00	do.
4 dozen locks, dead, wrought iron, 6 inch	6 00	do.
2 dozen locks, iron, pad, 2½ and 3 inch	4 00	do.
24 locks, iron, 6 inch, upright rim knobs, reversed bevels with mineral knobs, complete	60	each.
4 dozen keys, chest and drawer	60	per dozen.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
3 ladles, iron	1 00	each.
4 marking irons	2 00	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 15.	1859. June 30.	James Lealey, jr.—Cont'd.	2 planes, match	$1 12½ each	Philadelphia.
			2 planes, rabbet	75 do.	
			2 planes, long jointers	1 50 do.	
			2 planes, smoothing, width of iron 1⅝ to 2 inches	88 do.	
			2 planes, grooving, width of iron ¼ to 1 inch	4 00 do.	
			5 planes, short jointers	1 50 do.	
			4 planes, beading, width of iron ⅛ to 3 inches	50 do.	
			5 planes, jack	1 00 do.	
			6 planes, moulding	1 00 do.	
			2 planes, plough	4 00 do.	
			2 planes, block	87½ do.	
			6 pincers, assorted	35 do.	
			9 plyers	35 do.	
			4 pans, frying	35 do.	
			12 pans, stew	1 50 do.	
			5 pans, bake	75 do.	
			1 pot, iron	1 20 do.	
			2 pokers	80 do.	
			5 rasps, wood	50 do.	
			2 dozen rings, brass, flush	1 25 per dozen.	
			2 dozen rings, brass, screw, ⅛ to 1 inch	25 do.	
			6 rules, 2 feet, double and single jointed	75 each.	
			5 rasps, wood, assorted	10 do.	
			700 rivets, iron, coopers'	20 per 100.	
			15 pounds rivets, copper, boat	40 per pound.	
			6 shaves, spoke	75 each.	
			2 shaves, can	65 do.	
			2 shaves, bucket	65 do.	
			2 shaves, tin	65 do.	
			5 saws, wood	65 do.	

12 saws, hand	1 65	do.
5 saws, hack, with frame	60	do.
4 saws, compass, 10 to 15 inch	35	do.
2 saws, key-hole and pad, 6 to 12 inch	56	do.
2 saws, cross-cut, 6 feet	2 25	do.
2 saws, whip	3 50	do.
2 saws, sash	88	do.
2 saws, panel	1 25	do.
2 saws, tenon	1 25	do.
2 saws, dovetail	1 00	do.
3 squares, brass, sailmakers'	1 50	do.
4 scissors	25	do.
6 dozen springs, brass, sash	50	per dozen.
3 squares, iron	30	each.
2 sets, saw	50	do.
5 squares, trying	30	do.
100 gross screws, brass, gimlet point, Nos. 3 to 24, from $\frac{3}{4}$ to 4 inch	1 15	per gross.
100 gross screws, iron, gimlet point, Nos. 3 to 24, from $\frac{3}{4}$ to 4 inch	75	do.
8 screwdrivers	40	each.
2 steelyards	1 50	do.
36 shovels, coal, steel	80	do.
4 shovels and tongs	1 50	do.
4 spades	75	do.
2 shears, bench, tinners'	4 50	do.
3 shears, hand	2 25	do.
5 shears, sheep	50	do.
2 stakes, iron	4 00	do.
2 stakes, edging	3 10	do.
2 stakes, planishing	4 25	do.
3 screw plates and taps, large size	6 00	do.
3 screw plates and taps, small size	3 50	do.
2 dozen springs, galvanized, sofa	70	per dozen.
4 screws, clamp, (wood)	75	each.
2 screws, bench	50	do.
2 screws, jack	16 00	do.
1 tape, measuring	4 00	do.
2 tormentors	88	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard, where deliverable.
1858. July 15.	1859. June 30.	James Lesley, jr.—Cont'd.	4 tinder boxes and steels	$0 30 each	Philadelphia.
			15,000 tacks, copper, cut, ½ to 1¼ inch	60 per M.	
			30,000 tacks, iron, cut, 3 to 18 oz	8 do.	
			12,000 tacks, iron, gimp	10 do.	
			4 trumpets, hand	60 each.	
			2 vises, bench, large	7 50 do.	
			2 vises, bench, small	2 00 do.	
			5 vises, hand	50 do.	
			5 wrenches, shifting, large	1 50 do.	
			100 pounds wire, brass, assorted, Nos. 0 to 30	32 per pound.	
			50 pounds wire, iron, Nos. 0 to 30	8 do.	
			2 wafle irons	75 do.	
July 20.	June 30.	Joseph L. Savage	1 dozen brass flush bolts, 2½ by ⅝ inch	60 per dozen	Washington.
			1 do do do 3½ by ⅝ inch	62 do.	
			1 do do do 4½ by ⅝ inch	1 25 do.	
			1 do do do 6 by ⅝ inch	1 60 do.	
			24 pair brass hinges, 4½ by 4 inches, shifting pins	1 20 per pair.	
			6 do 4 by 4 do	80 do.	
			6 do 3 by 3 do	50 do.	
			12 do 3 by 3 inches, stationary pins	40 do.	
			12 do 3 by 2½ do	30 do.	
			12 do 3 by 2 do	25 do.	
			12 do 2 by 1½ do	10 do.	
			12 do 2 by 3 inch, and 3½ to 4 inch	9 do.	
			1 dozen brass mortise locks, 3 by 4 inches & ⅞ inch thick, with brass keys to differ, furniture plated, white porcelain knobs, right and left, complete	15 00 per dozen.	

			1 dozen brass locks, (dead,) 3 by 5 inches, brass works and keys, and to differ, complete	7 50	do.	
			1 dozen iron drawer locks, 2 by 3½ inches	2 25	do.	
			1 dozen iron drawer locks, 3 by 4 inches	3 00	do.	
			½ dozen brass drawer locks, 2½ by 4 inches	3 50	do.	
			½ dozen brass closet locks, 1¾ by 3 inches	2 75	do.	
			½ dozen brass closet locks, 2 by 3 inches	3 00	do.	
			½ dozen brass bookcase locks, 2 by 3 inches	3 00	do.	
			½ dozen brass desk locks, 3½ inches	3 00	do.	
			1½ dozen iron chest locks, 2½ by 4 inches	2 75	do.	
			All the locks to be tumbler, 3 springs, and keys to differ.			
			2 dozen screw rings, assorted, (brass)	15	do.	
			5 gross brass screws, from No. 4 to 20, gimlet points	1 75	per gross.	
			5 gross iron screws, from No. 3 to 19, gimlet points	70	do.	
			450 pounds brass wire, from No. 22 wire gauge to ½ inch	33	per pound.	
			50 pounds copper wire	43	do.	
			100 feet yellow brass tubing, 1 inch outside and $\frac{13}{16}$ inch inside diameter	27	per foot.	
			36 patent ship augers, assorted, say 200 eighths	08	per eighth.	
July 28	June 30	Allyn, Rose & Capps	12 adzes, carpenters', handled	2 50	each	Gosport.
			2 adzes, coopers', handled	2 00	do.	
			12 axes, broad, handled	3 25	do.	
			18 axes, wood, handled	1 50	do.	
			1 dozen awls, wire, handled	50	per dozen.	
			8 dozen awls, shoemakers', handled	37	do.	
			2 anvils, estimated at 140 pounds each, amounting to 280 pounds	12	per pound.	
			2 braces and bitts, wood, complete, (48 bitts)	4 00	per set.	
			8 braces and bitts, iron, complete, (20 bitts)	2 50	do.	
			2 bevels, steel tongued	50	each.	
			30 dozen buttons, plain, brass, 2 inches long	30	per dozen.	
			8 dozen bolts, barrel, brass, 4 to 6 inches	5 00	do.	
			250 pounds brass, sheet, assorted	40	per pound.	
			1 dozen compasses, carpenters'	2 00	per dozen.	
			2 dozen compasses, armorers'	4 00	do.	
			4 dozen chisels, firmer, assorted, handled	2 50	do.	
			1 dozen chisels, socket, assorted, handled	4 00	do.	
			8 calipers	50	each.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 28	1859. June 30	Allyn, Rose & Capps—C'd.	12 cranks and segments for bell, brass	$0 10 each	Gosport.
			4 coopers' crows	1 25 do.	
			4 sets dies, letters and figures, ½ inch	8 00 per set.	
			4 diamonds, glaziers'	5 00 each.	
			4 drills, box and bow	2 50 do.	
			8 dividers, brass	37 do.	
			40 dozen escutcheons, thread, assorted	5 00 per dozen.	
			8 dozen files, hand-saw, 3½ to 4½ inch	75 do.	
			8 dozen files, half-round, fine cut, 8 to 12 inch	5 00 do.	
			8 dozen files, flat, single cut, 12 inch	4 00 do.	
			12 dozen files, round, bastard, 8 to 14 inch	5 00 do.	
			2 dozen files, safe edge, 8 inch	2 50 do.	
			4 dozen files, whip-saw, 6 to 8 inch	50 do.	
			8 dozen files, cross-cut, 6 to 10 inch	2 00 do.	
			6 dozen files, rat-tail, 5 to 10 inch	2 00 do.	
			12 dozen files, flat, bastard, 8 to 14 inch	5 00 do.	
			8 dozen files, flat, fine, 8 to 12 inch	3 00 do.	
			8 dozen files, four-sided, 8 to 14 inch	3 50 do.	
			8 dozen files, half-round, assorted, 8 to 14 inch	3 50 do.	
			8 dozen gimlets, nail, assorted	50 do.	
			8 dozen gimlets, spike, assorted	1 00 do.	
			12 gridirons	62 each.	
			12 hammers, tinners', handled	50 do.	
			40 hammers, claw, handled	50 do.	
			4 hammers, saddlers', handled	37 do.	
			24 hatchets, handled	40 do.	
			200 pair hinges, brass, butt, stationary, 2½ by 3½ inch	37 per pair.	
			200 ....do.....do.....do.... 3 inch	30 do.	
			400 ....do.....do.....do.... 2 inch	13 do.	
			70 ....do.....do.....do.... 1½ to open 2½	18 do.	

40.....do.....iron ....do.... 4½ inch.....	18		do.
20.....do.....iron, butt, 2 by 1½ to 4 by 3 inch	6		do.
20 dozen hooks, coat and hat, brass.....	2	00	per dozen.
50 dozen hooks, pantry, brass, 1 to 1¼ inch.....	16		do.
20 dozen flat hooks and eyes, right and left, 2 ins long.	20		do.
8 knives, putty, 3 to 4 inch	20		each.
4 knives, drawing, 12 to 16 inch.....	1	00	do.
8 knives, drawing, coopers'	1	00	do.
2 knives, pallet, 8 to 12 inch.....	37		do.
6 dozen table catches.....	2	40	per dozen.
24 dozen closet catches	3	00	do.
15 dozen knobs, mineral	1	00	do.
2 kettles, pitch, from 16 to 20 inches diameter at top..	1	70	each.
20 kettles, iron, tea.....		50	do.
12 kettles, fish	3	00	do.
2 kettles, camp.....		50	do.
30 kettles, copper, tea.....	3	50	do.
20 dozen keys, till and closet lock.....		50	per dozen.
15 dozen locks, brass, mortice, 5 by 3½ inches, ⅝ inch in thickness, brass keys, furniture plated, white porcelain knobs, complete, right and left.....	19	00	do.
6 dozen locks, brass, dead, 3 by 5 inches.....	8	00	do.
12 dozen locks, brass, drawer, 2 by 3¾ inches.....	4	00	do.
2 dozen locks, bass, chest, 3 by 4 inches.....	6	00	do.
14 dozen locks, brass, closet, 1¾ by 3 inches, right and left	5	00	do.
12 dozen locks, brass, pad, 2½ by 3 inches	6	00	do.
16 dozen locks, iron, closet, 6 by 4 inches, right and left.	3	00	do.
10 dozen locks, iron, drawer, 2 by 2¾ inches.....	2	00	do.
8 dozen 9-inch stock locks, plated, stock of cherry.....	4	50	do.
40 dozen iron padlocks, 2½ to 3 inch.....	2	00	do.
8 dozen iron chest locks, 4 inches long, with double hasps	4	00	do.
All of the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.			
4 lathes, turning, and tools complete, for wood and iron.	40	00	each.
6 tongue and grooving planes.....	1	00	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 28	June 30	Allyn, Rose & Capps—C'd	10 planes, smoothing, width of iron, 1¾ to 2 inches	$0 62 each	Gosport.
			18 planes, beading ——do—— ½ to ¾ ——do——	45 do.	
			4 planes, rabbet ——do—— 1 to 2 ——do——	62 do.	
			12 planes, jack	75 do.	
			16 planes, short jointer, width of iron, 2¼ inches	1 50 do.	
			8 planes, long jointer, width of iron, 2¼ inches	1 50 do.	
			8 planes, long jointer, coopers'	2 00 do.	
			8 planes, short jointer, coopers'	2 00 do.	
			2 planes, block, coopers'	1 50 do.	
			4 planes, plough, with 8 bitts	4 50 do.	
			12 pans, frying	25 do.	
			60 pans, stew	75 do.	
			40 pans, bake	37 do.	
			8 pots, iron	1 25 do.	
			24 rules, 2 feet, double and single jointed	37 do.	
			24 rasps, wood, assorted	37 do.	
			300 pounds rivets, iron, coopers'	9 per pound.	
			12 saws, wood, with frames	75 each.	
			12 saws, hack, with frames	1 00 do.	
			12 saws, compass, 10 to 15 inch	25 do.	
			6 saws, key-hole and pad, 6 to 12 inch	37 each.	
			4 saws, tenon	1 00 do.	
			24 saws, hand, 2 feet 2 inches	1 25 do.	
			4 saws, cross-cut, 4 to 6 feet long	3 50 do.	
			4 saws, panel, 14 to 20 inch	1 00 do.	
			6 saws, dove-tail	1 00 do.	
			4 saw-sets	37 do.	
			12 screws, bench	62 do.	
			6 screws, jack, 2½ to 3 feet, equal to Ballard's	17 00 do.	
			8 screws, clamp, wood	37 do.	

			300 gross screws, brass, gimlet point, Nos. 4 to 24	1	40	per gross.	
			300 gross screws, iron, gimlet point, Nos. 3 to 24		40	do.	
			12 shaves, spoke		50	each.	
			7 shaves, can		87	do.	
			8 shaves, in		88	do.	
			12 squares, trying, steel blades, 6 and 8 inch		33	do.	
			10 squares, iron, 2 feet		25	do.	
			12 squares, brass		50	do.	
			100 shovels, coal, steel	1	12	do.	
			10 shovels, steel	1	00	do.	
			12 scissors		50	do.	
			400 scrapers, ship, handled, steel blades		25	do.	
			8 shears, hand, tinners'	2	00	do.	
			8 shears, sheep		37	do.	
			4 stakes, edging	3	00	do.	
			4 stakes, planishing	3	00	do.	
			4 stakes, iron	3	00	do.	
			4 screw plates and taps, large size	5	00	do.	
			8 screw plates and taps, small size	1	25	do.	
			8 M tacks, iron, gimp, 4 oz.		25	per M.	
			40 M. tacks, iron, cut		25	do.	
			100 pounds tacks, copper		48	per pound.	
			250 pounds vice, bench, from 3½ to 5½ inch jaw		12	do.	
			8 vices, hand		50	each.	
			650 pounds wire, brass, assorted		38	per pound.	
			500 pounds wire, copper		48	do.	
			400 pounds wire, iron		9	do.	
			80 pounds wire, steel		25	do.	
			12 waffle irons		50	each.	
			12 water closet basins, china	2	50	do.	
			36 wrenches, screw	1	50	do.	
July 20	June 30	John B. Todd	8 dozen sliding bolts, flush, 6 by 1¼ inch	3	25	per dozen.	Warrington.
			2 do 4 by 1 inch	5	50	do.	
			2 do 2½ by ¾ inch	3	50	do.	
			1 do barrel 4 to 6 inch	2	25	do.	
			100 pounds copper boat nails, ¾ inch long		50	per pound.	
			2 dozen brass candlesticks	8	00	per dozen.	
			50 pairs brass butt hinges, shifting pins, 4½ by 4 inches		80	per pair.	
			30 do do 3¾ by 3¼ inches		60	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 20	June 30	John B. Todd—Continued.	2 dozen brass door hooks and eyes, 4 to 6 inches long	$1 25 per dozen	Warrington.
			10 dozen brass coat and hat hooks	3 00 do.	
			10 dozen brass pantry hooks, 1 to 2½ inches long	2 00 do.	
			10 copper tea kettles, 4 to 8 quarts, say 60 quarts	1 00 per quart.	
			6 iron tea kettles, say 21 quarts	50 do.	
			6 iron fish kettles	2 50 each.	
			4 dozen brass mortice locks, 3 by 4 inches, ⅞ inch thick, with brass keys, plated furniture, and white porcelain knobs, complete, right and left, keys to differ	10 00 per dozen.	
			12 dozen iron locker (locks)	2 25 do.	
			12 dozen iron drawer locks	2 50 do.	
			6 dozen iron locker (chest)	3 50 do.	
			4 dozen brass dead locks, 3 by 5 inches	5 50 do.	
			500 seaming needles	2 00 per 100.	
			150 four-thread needles	2 00 do.	
			50 eight-thread needles	2 00 do.	
			6 frying pans	75 each.	
			12 stew pans	45 do.	
			12 bake pans	35 do.	
			6 iron pots, 6 to 20 inches diameter, say 78 inches	20 per inch.	
			12 wood clamp screws	50 each.	
			6 wood bench screws	90 do.	
			6 Ballard's patent jack screws	6 50 do.	
			4 water closet fixtures, water valves, stop cocks, china basins, complete	14 50 do.	
			6 waffle irons, large size	65 do.	
July 23	June 30	John Wendell	5000 pounds pure dry white lead	8½ per pound	Kittery.
			2,000 pounds pure dry white zinc	6 do.	
			300 pounds red lead, dry	8 do.	
			2,000 pounds whiting	1½ do.	

			300 pounds French yellow ochre, dry	3	do.	
			300 pounds lampblack	6	do.	
			20 pounds gum shellac	15	do.	
			700 gallons linseed oil, raw	69	per gallon.	
			100 gallons spirits turpentine	50	do.	
July 16	June 30	Horton, Hall & Co	10 pounds ivory black	5	per pound	Charlestown.
			6 pounds China blue, dry	20	do.	
			6 pounds Prussian blue, dry	6	do.	
			6 pounds ultramarine blue, dry	10	do.	
			150 pounds chrome green, dry	18	do.	
			3,000 pounds lampblack, dry	8	do.	
			1,000 pounds French yellow ochre, dry	2	do.	
			3,000 pounds dry red lead	7	do.	
			5,000 pounds dry white lead	7½	do.	
			1,000 pounds litharge	4	do.	
			1,200 gallons raw linseed oil	80	per gallon.	
			3,000 pounds white lead in oil, 25 and 50 pound kegs	8¼	per pound.	
			100 pounds gum shellac	3	do.	
			50 pounds ground pumice stone	3	do.	
			500 gallons spirits turpentine	35	per gallon.	
			50 gallons spirits wine, 95 per cent. proof	38	do.	
			30 pounds Turkey umber	3	per pound.	
			10 pounds terra de sienna	3	do.	
			200 pounds Venitian red	1	do.	
			12 pounds Chinese vermillion	25	do.	
			20 gallons copal varnish	2 00	per gallon.	
			50 gallons coach varnish	50	do.	
			50 gallons Japan varnish	5	do.	
			40 gallons white demar varnish	1 00	do.	
			3,500 pounds whiting	1	per pound.	
			5,000 pounds white zinc paint, in oil	8½	do.	
July 23	June 30	John Wendell	20,000 pounds pure dry white lead	6½	do	Brooklyn.
			4,000 pounds pure white lead, in oil, in 25 and 50 pound kegs	8	do.	
			1,500 pounds black paint, in oil, in 25 and 50 pound kegs	5	do.	
			50 pounds brown zinc paint, in oil, in 25 pound kegs	6	do.	
			2,000 pounds white zinc paint, in oil	6	do.	
			200 pounds white zinc paint, dry	7	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1858.	1859.					
July 23	June 30	John Wendell—Continued.	5,000 pounds red lead, dry	$0 08	per pound	Brooklyn.
			1,400 pounds litharge, dry	8	do.	
			4,000 pounds whiting, dry	1	do.	
			1,500 pounds lampblack, dry	4	do.	
			1,000 pounds French yellow ochre, dry	2	do.	
			175 pounds Turkey umber, dry	8	do.	
			16 pounds terra de sienna	20	do.	
			150 pounds chrome yellow, dry	20	do.	
			400 pounds chrome green, dry	20	do.	
			20 pounds Indian red, dry	12	do.	
			175 pounds verdegris, ground in oil	30	do.	
			500 pounds Venitian red, dry, English	3	do.	
			15 pounds Chinese vermillion, dry	1 50	do.	
			5 pounds Chinese blue, dry	60	do.	
			10 pounds ultramarine blue, dry	75	do.	
			100 pounds gum shellac	18	do.	
			100 pounds brown manganese	3	do.	
			10 pounds ivory black	10	do.	
			15 pounds Vandyke brown	20	do.	
			8,000 gallons linseed oil, raw	62	per gallon.	
			100 gallons linseed oil, boiled	95	do.	
			1,200 gallons spirits of turpentine	50	do.	
			50 gallons spirits of wine, 95 per cent. proof	1 00	do.	
			40 gallons copal varnish	1 50	do.	
			20 gallons coach varnish	1 75	do.	
			50 gallons Japan varnish	90	do.	
			25 gallons harness varnish	1 00	do.	
			20 gallons white demar varnish	2 00	do.	
			35 gallons bright varnish	24	do.	
July 19	June 30	W. D. Kennedy	5,500 pounds pure dry white lead	7	per pound	Philadelphia.

		2,450 pounds white lead, in oil, in 25 and 50 lb. kegs	8	do.	
		1,675 pounds black paint, in oil, in 25 and 50 lb. kegs	5	do.	
		1,550 pounds white zinc paint, in oil	7	do.	
		35 pounds red lead, dry	8½	do.	
		375 pounds litharge, dry	6	do.	
		200 pounds lampblack, dry	4	do.	
		500 pounds French yellow ochre, dry	½	do.	
		2 pounds chrome yellow, dry	20	do.	
		5 chamois skins	40	each.	
		45 pounds chrome green, dry	16	per pound.	
		2 pounds Chinese vermillion, dry	2 00	do.	
		3 pounds Prussian blue, dry	70	do.	
		20 pounds pumice stone	5	per pound.	
		690 gallons linseed oil, raw	68	per gallon.	
		342 gallons linseed oil, boiled	75	do.	
		235 gallons spirits turpentine	50	do.	
		3 gallons spirits of wine, 95 per cent. proof	1 00	do.	
		8 gallons copal varnish	2 00	do.	
		21 gallons Japan varnish	60	do.	
		20 gallons demar varnish	1 60	do.	
		100 gallons bright varnish	12	do.	
		100 pounds pure dry white lead	8	per pound	Washington.
		100 pounds pure dry white zinc	8	do.	
		1,000 pounds white lead, in oil, in 25-pound kegs	8½	do.	
		1,400 pounds white zinc, in oil, in 25-pound kegs	8	do.	
		100 pounds black paint, in oil, in 25-pound kegs	5	do.	
		100 pounds brown zinc, in oil, in 25-pound kegs	6	do.	
		50 pounds verdegris, ground in oil, in 25-pound kegs	20	do.	
		10 pounds French zinc, gloss, dry	12	do.	
		4,000 pounds red lead, dry	7½	do.	
		300 pounds litharge, dry	7½	do.	
		1,000 pounds Spanish whiting, dry	1	do.	
		200 pounds lampblack, dry	5	do.	
		300 pounds Spanish brown, dry	1	do.	
		70 pounds chrome yellow, dry	14	do.	
		70 pounds chrome green, dry	16	do.	
		10 pounds sugar of lead, dry	12	do.	
		100 pounds French yellow ochre, dry	1½	do.	
		10 pounds Turkey umber, dry	6	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1858.	1859.					
July 23	June 30	John Wendell—Continued.	5,000 pounds red lead, dry	$0 08	per pound	Brooklyn.
			1,400 pounds litharge, dry	8	do.	
			4,000 pounds whiting, dry	1	do.	
			1,500 pounds lampblack, dry	4	do.	
			1,000 pounds French yellow ochre, dry	2	do.	
			175 pounds Turkey umber, dry	8	do.	
			16 pounds terra de sienna	20	do.	
			150 pounds chrome yellow, dry	20	do.	
			400 pounds chrome green, dry	20	do.	
			20 pounds Indian red, dry	12	do.	
			175 pounds verdegris, ground in oil	30	do.	
			500 pounds Venitian red, dry, English	3	do.	
			15 pounds Chinese vermillion, dry	1 50	do.	
			5 pounds Chinese blue, dry	60	do.	
			10 pounds ultramarine blue, dry	75	do.	
			100 pounds gum shellac	18	do.	
			100 pounds brown manganese	3	do.	
			10 pounds ivory black	10	do.	
			15 pounds Vandyke brown	20	do.	
			8,000 gallons linseed oil, raw	62	per gallon.	
			100 gallons linseed oil, boiled	95	do.	
			1,200 gallons spirits of turpentine	50	do.	
			50 gallons spirits of wine, 95 per cent. proof	1 00	do.	
			40 gallons copal varnish	1 50	do.	
			20 gallons coach varnish	1 75	do.	
			50 gallons Japan varnish	90	do.	
			25 gallons harness varnish	1 00	do.	
			20 gallons white demar varnish	2 00	do.	
			35 gallons bright varnish	24	do.	
July 19	June 30	W. D. Kennedy	5,500 pounds pure dry white lead	7	per pound	Philadelphia.

		2,450 pounds white lead, in oil, in 25 and 50 lb. kegs	8	do.		
		1,675 pounds black paint, in oil, in 25 and 50 lb. kegs	5	do.		
		1,550 pounds white zinc paint, in oil	7	do.		
		35 pounds red lead, dry	8½	do.		
		375 pounds litharge, dry	6	do.		
		200 pounds lampblack, dry	4	do.		
		500 pounds French yellow ochre, dry	½	do.		
		2 pounds chrome yellow, dry	20	do.		
		5 chamois skins	40	each.		
		45 pounds chrome green, dry	16	per pound.		
		2 pounds Chinese vermillion, dry	2 00	do.		
		3 pounds Prussian blue, dry	70	do.		
		20 pounds pumice stone	5	per pound.		
		690 gallons linseed oil, raw	68	per gallon.		
		342 gallons linseed oil, boiled	75	do.		
		235 gallons spirits turpentine	50	do.		
		3 gallons spirits of wine, 95 per cent. proof	1 00	do.		
		8 gallons copal varnish	2 00	do.		
		21 gallons Japan varnish	60	do.		
		20 gallons demar varnish	1 60	do.		
		100 gallons bright varnish	12	do.		
		100 pounds pure dry white lead	8	per pound.		Washington.
		100 pounds pure dry white zinc	8	do.		
		1,000 pounds white lead, in oil, in 25-pound kegs	8½	do.		
		1,400 pounds white zinc, in oil, in 25-pound kegs	8	do.		
		100 pounds black paint, in oil, in 25-pound kegs	5	do.		
		100 pounds brown zinc, in oil, in 25-pound kegs	6	do.		
		50 pounds verdegris, ground in oil, in 25-pound kegs	20	do.		
		10 pounds French zinc, gloss, dry	12	do.		
		4,000 pounds red lead, dry	7½	do.		
		300 pounds litharge, dry	7½	do.		
		1,000 pounds Spanish whiting, dry	1	do.		
		200 pounds lampblack, dry	5	do.		
		300 pounds Spanish brown, dry	1	do.		
		70 pounds chrome yellow, dry	14	do.		
		70 pounds chrome green, dry	16	do.		
		10 pounds sugar of lead, dry	12	do.		
		100 pounds French yellow ochre, dry	1½	do.		
		10 pounds Turkey umber, dry	6	do.		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 19	June 30	W. D. Kennedy—Con'd	5 pounds terra de sienna, dry	$0 10 per pound	Washington.
			5 pounds Venitian red, dry	5 do.	
			5 pounds Chinese vermillion, dry	1 25 do.	
			5 pounds English vermillion, dry	1 25 do.	
			3 pounds Chinese blue	70 do.	
			5 pounds ultramarine blue, dry	30 do.	
			10 pounds ivory black, dry	10 do.	
			10 pounds Vandyke black, dry	10 do.	
			10 pounds pumice stone, pulverized, dry	5 do.	
			10 pounds asphaltum, dry	5 do.	
			300 gallons best linseed oil, raw	70 per gallon.	
			100 gallons best spirits turpentine	50 do.	
			15 gallons best copal varnish	1 60 do.	
			15 gallons best coach varnish	2 00 do.	
			20 gallons best Japan varnish	1 00 do.	
			15 gallons best Pennsylvania zinc dryer	1 25 do.	
			12 gallons white demar varnish	1 75 do.	
			6 gallons mastic varnish	3 00 do.	
			10 gallons bright varnish	22 do.	
July 23	June 30	John Wendell	20,000 pounds pure dry white lead	8 per pound	Gosport.
			8,000 pounds white zinc paint, in oil	7½ do.	
			5,000 pounds red lead, dry	8 do.	
			8,000 pounds whiting	1½ do.	
			2,000 pounds lampblack, dry	5 do.	
			2,000 pounds French yellow ochre, dry	1¼ do.	
			50 pounds Turkey umber, dry	7 do.	
			50 pounds chrome yellow, dry	20 do.	
			250 pounds chrome green, dry	20 do.	
			16 pounds Chinese vermillion, dry	1 50 do.	
			150 pounds East India gum copal	30 do.	

			150 pounds South American gum copal	23	do.	
			120 pounds pumice stone	3	do.	
			20 pounds gum shellac	16	do.	
			150 pounds gum demar	18	do.	
			3,000 gallons linseed oil, raw	65	per gallon.	
			600 gallons spirits turpentine	50	do.	
			20 gallons spirits wine, 95 per cent. proof	1 00	do.	
			20 gallons Japan varnish	1 00	do.	
			100 gallons French zinc drying oil	1 10	do.	
			1,700 pounds white lead, pure, in oil, in 25 and 50 pound kegs	9	per pound	Warrington.
			1,000 pounds white zinc paint, dry	6	do.	
			100 gallons spirits turpentine, in tin cans	70	per gallon	
			50 pounds lampblack, dry	10	per pound.	
			200 pounds Spanish whiting	2	do.	
			60 pounds litharge	10	do.	
			10 gallons Japan drying, in tin cans	1 20	per gallon.	
			50 gallons demar varnish, in tin cans	2 00	do.	
			15 pounds Prussian blue	80	per pound.	
			2 paint stones and mullers	10 00	each.	
			10 pounds sal ammonia	35	per pound.	
			100 pounds white chalk	3	do.	
			4 barrels oil of tar	30 00	per barrel.	
			4 barrels coal tar	4 00	do.	
July 14	June 30	Duncan & Slimmon	100 bolts No. 1 flax canvas	13 50	per bolt	Charlestown.
			100 bolts No. 2 ditto	12 50	do.	
			100 bolts No. 3 ditto	11 50	do.	
			25 bolts No. 4 ditto	10 75	do.	
			25 bolts No. 5 ditto	9 75	do.	
			25 bolts No. 6 ditto	9 00	do.	
			10 bolts No. 7 ditto	8 00	do.	
			10 bolts No. 8 ditto	7 25	do.	
			20 bolts light ravens duck	7 25	do.	
			500 yards flax coal bagging, 24 inches wide	35	per yard.	
			500 pounds flax sewing twine, 2 and 3-thread	37½	per pound.	
July 12	June 30	William Brand & Co	25 bolts No. 1 flax canvas	13 50	per bolt	Broo
			300 bolts No. 2 ditto	12 20	do.	
			250 bolts No. 3 ditto	11 40	do.	
			25 bolts No. 4 ditto	10 50	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 12	June 30	Wm. Brand & Co —Cont'd.	25 bolts No. 5 flax canvas	$9 75 per bolt	Brooklyn.
			25 bolts No. 6 ditto	9 00 do.	
			25 bolts No. 7 ditto	8 00 do.	
			25 bolts No. 8 ditto	7 25 do.	
			70 bolts light ravens duck	8 50 do.	
			1,200 pounds flax sewing twine, 2 and 3-thread	40 per pound.	
July 14	June 30	Duncan & Slimmon	30 bolts No. 1 flax canvas	13 50 per bolt	Philadelphia.
			60 bolts No. 2 ditto	12 50 do.	
			100 bolts No. 3 ditto	11 50 do.	
			50 bolts No. 4 ditto	10 75 do.	
			70 bolts No. 5 ditto	9 75 do.	
			90 bolts No. 6 ditto	9 00 do.	
			50 bolts No. 7 ditto	8 00 do.	
			80 bolts No. 8 ditto	7 25 do.	
			10 bolts light ravens duck	7 25 do.	
			4 bolts ravens duck	10 00 do.	
			250 yards flax coal bagging, 24 inches wide	35 per yard.	
			100 pounds flax sewing twine	37½ per pound.	
			50 bolts No. 1 flax canvas	13 50 per bolt	Gosport.
			50 bolts No. 2 ditto	12 50 do.	
			200 bolts No. 3 ditto	11 50 do.	
			100 bolts No. 4 ditto	10 75 do.	
			100 bolts No. 5 ditto	9 75 do.	
			150 bolts No. 6 ditto	9 00 do.	
			100 bolts No. 7 ditto	8 00 do.	
			200 bolts No. 8 ditto	7 25 do.	
			20 bolts light ravens duck	7 25 do.	
			2,000 yards flax coal bagging, 30 inches wide	44 per yard.	
			1,000 pounds flax sewing twine, 2 and 3-thread	37½ per pound.	
July 16	June 30	William E. Hooper	10 bolts No. 2 cotton canvas	9 65 per bolt	Charlestown.

25 bolts No. 3 ditto	9 20	do.		
50 bolts No. 4 ditto	8 75	do.		
25 bolts No. 5 ditto	8 28	do.		
20 bolts bag stuff, 42 inches wide	17 25	do.		
150 bolts hammock stuff, 42 inches wide	23 00	do.		
10 bolts No. 2 cotton canvas	9 65	do.		Brooklyn.
10 bolts No. 3 ditto	9 20	do.		
300 bolts No. 4 ditto	8 75	do.		
75 bolts No. 5 ditto	8 28	do.		
100 bolts No. 6 ditto	7 85	do.		
10 bolts No. 7 ditto	7 40	do.		
10 bolts No. 8 ditto	7 20	do.		
10 bolts No. 9 ditto	6 70	do.		
75 bolts No. 10 ditto	6 25	do.		
10 bolts cot stuff, 30 inches wide	12 00	do.		
10 bolts bag stuff, 42 inches wide	16 50	do.		
250 bolts hammock stuff, 42 inches wide	22 00	do.		
5 bolts No. 1 cotton canvas	10 30	do.		Philadelphia.
5 bolts No. 2 ditto	9 62	do.		
5 bolts No. 3 ditto	9 18	do.		
70 bolts No. 4 ditto	8 74	do.		
20 bolts No. 5 ditto	8 25	do.		
20 bolts No. 6 ditto	7 82	do.		
20 bolts No. 7 ditto	7 38	do.		
20 bolts No. 8 ditto	7 00	do.		
20 bolts No. 9 ditto	6 50	do.		
20 bolts No. 10 ditto	6 00	do.		
5 bolts cot stuff, 30 inches wide	12 00	do.		
30 bolts bag stuff, 42 inches wide	17 25	do.		
50 bolts hammock stuff, 42 inches wide	23 00	do.		Washington.
4 bolts No. 2 cotton canvas	9 62	per bolt.		
4 bolts No. 3 cotton canvas	9 18	do.		
4 bolts No. 4 cotton canvas	8 74	do.		
2 bolts No. 5 cotton canvas	8 25	do.		
2 bolts No. 6 cotton canvas	7 82	do.		
2 bolts No. 7 cotton canvas	7 38	do.		
2 bolts No. 8 cotton canvas	7 00	do.		
30 bolts No. 2 cotton canvas	9 62	do.		Gosport.
100 bolts No. 4 cotton canvas	8 74	do.		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 16	June 30	Wm. E. Hooper—Cont'd	50 bolts No. 5 cotton canvas	$8 25 per bolt	Gosport.
			100 bolts No. 6 cotton canvas	7 82 do.	
			40 bolts No. 7 cotton canvas	7 38 do.	
			20 bolts No. 8 cotton canvas	7 00 do.	
			20 bolts No. 9 cotton canvas	6 50 do.	
			28 bolts No. 10 cotton canvas	6 00 do.	
			10 bolts cot stuff, 30 inches wide, No. 4	12 00 do.	
			75 bolts bag stuff, 42 inches wide	17 25 do.	
			100 bolts hammock stuff, 42 inches wide	23 00 do.	
July 20	June 30	G. W. Lawrence	25 pounds flax whipping twine	37 per pound	Charlestown.
			300 pounds cotton twine, 5 to 8-thread	25 do.	
July 19	June 30	Wm. D. Kennedy	20 pounds flax whipping twine	30 do.	Brooklyn.
			50 pounds flax seine twine	30 do.	
			700 pounds cotton twine, 5 to 8-thread	25 do.	
			10 pounds tufting twine	40 do.	Philadelphia.
			100 pounds flax whipping twine	30 do.	
			40 pounds seine twine	30 do.	
			4 pounds sewing thread	30 do.	
			400 pounds cotton twine, 5 to 8-thread	25 do.	
July 20	June 30	Joseph L. Savage	28 pounds flax sewing twine, 2 and 3-thread	35 do.	Washington.
			12 pounds flax whipping twine	35 do.	
			20 pounds cotton twine, 5 to 8-thread	30 do.	
July 19	June 30	Wm. D. Kennedy	200 pounds flax whipping twine	30 do.	Gosport.
			400 pounds flax seine twine	30 do.	
			400 pounds cotton twine, 5 to 8-thread	27 do.	
July 24	June 30	Wm. Lang	500 lights, 7 by 9-inch, double thick crown glass	4 per light	Charlestown.
			900 lights, 8 by 10 do	4 do.	
			300 lights, 9 by 12 do	6 do.	
			300 lights, 10 by 14 do	9 do.	
			100 lights, 11 by 16 do	11 do.	

			100 lights, 12 by 14 ..... do	15	do.	
			50 lights, 10 by 27 ..... do	16	do.	
			100 lights, 12 by 16 ..... do	16	do.	
			100 lights, 12 by 18 ..... do	18	do.	
			100 lights, 14 by 20 ..... do	30	do.	
			25 port lights, 7 ins. diameter, 1½ inch thick, polished	1 25	each.	
			25 port lights, 6 ..... do ..... 1 ..... do ..... do ...	90	do.	
			25 port lights, 6 ..... do ..... ⅝ ..... do ..... do ...	90	do.	
			12 clear polished magazine lenses, 12 inches diameter, 1½ inch thick	5 00	do.	
			12 clear polished magazine lenses, 10 inches diameter, 1½ inch thick	4 90	do.	
			25 straight deck lights, 10 by 3 inches	75	do.	
July 23	June 30	John Wendell	50 lights, 7 by 9-inch, double thick crown glass	4	per light	Brooklyn.
			100 lights, 8 by 10 .. do ..... do	4	do.	
			100 lights, 9 by 12 .. do ..... do	4	do.	
			75 lights, 10 by 12 .. do ..... do	6	do.	
			300 lights, 10 by 14 .. do ..... do	8	do.	
			50 lights, 10 by 16 .. do ..... do	8	do.	
			25 lights, 11 by 15 .. do ..... do	8	do.	
			100 lights, 12 by 14 .. do ..... do	8	do.	
			80 lights, 12 by 16 .. do ..... do	10	do.	
			120 lights, 12 by 18 .. do ..... do	12	do.	
			25 lights, 14 by 20 .. do ..... do	20	do.	
			20 lights, 16 by 24 .. do ..... do	30	do.	
			20 lights, 24 by 30 .. do ..... do	30	do.	
			25 port glasses, 6 inches diameter, 1 inch thick, polished	1 00	each.	
			12 clear magazine lens, 12 inches diameter, 1½ inch thick, polished	6 00	do.	
			12 straight deck lights, 10 by 3 inches	90	do.	
			6 lights, green glass	20	per light.	
			6 lights, red glass	20	do.	
			4 binnacle bowls	80	each.	
			48 glass tubes for water gauges of boilers	40	do.	
			20 pounds ground glass	10	per pound.	
July 20	June 30	Hazard & Co	60 lights, 8 by 10-inch, double thick crown glass	5	per light	Philadelphia.
			60 lights, 9 by 12 .. do ..... do	8	do.	
			60 lights, 10 by 12 .. do ..... do	9	do.	
			60 lights, 10 by 14 .. do ..... do	10	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 20	June 30	Hazard & Co—Continued.	60 lights, 10 by 16-inch, double thick crown glass	$0 10 per light.	Philadelphia.
			60 lights, 11 by 15--do-----do	10 do.	
			60 lights, 12 by 14--do-----do	11 do.	
			60 lights, 12 by 16--do-----do	12 do.	
			60 lights, 12 by 18--do-----do	18 do.	
			60 lights, 14 by 20--do-----do	25 do.	
			60 lights, 20 by 24--do-----do	35 do.	
			40 port glasses, 6 inches diameter, 1 inch thick, polished	90 each.	
			40----do----- 5 ------do----------do--------do---	90 do.	
			10 clear polished magazine lenses, 12 inches diameter, 1½ inch thick	5 00 do.	
			20 straight deck lights, 10 by 3½ inches	1 00 do.	
July 23	June 30	John Wendell	150 port glasses, 7⅛ inches in diameter by 1½ inch thick, to be polished	1 40 do	Washington.
			60 lights, 6 by 8 inches, double thick crown glass	18 per light.	
			100 lights, 11 by 16 inches, double thick crown glass	35 do.	
			70 lights, 14 by 20 inches, double thick crown glass	40 do.	
July 16	June 30	Sturdevant & Brother	1,000 lights, 14 by 16 inches, double thick crown glass	15 do	Gosport.
			800 lights, 14 by 18 inches, double thick crown glass	15 do.	
			600 lights, 16 by 22 inches, double thick crown glass	20 do.	
			12 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	10 00 each.	
			12 straight deck lights, 10 by 3 inches	1 00 do.	
			24 bowls for binnacles	1 00 do.	
July 20	June 30	A. Q. Wendell	1,000 pounds rigging leather, sides not less than 10 lbs.	30 per pound.	Kittery.
			150 pounds pump leather, sides not less than 25 pounds	20 do.	
			100 pounds bellows leather, sides not less than 6 pounds	45 do.	
July 16	June 30	Horton, Hall & Co	1,000 pounds rigging leather, sides not less than 10 lbs.	25 do.	Charlestown.
			500 pounds pump leather, sides not less than 30 pounds	10 do.	
			200 pounds bellows leather, sides not less than 6 pounds	6 do.	

			4 skins buff leather	1	00	per skin.	
			100 pounds oiled tanned leather, sides not less than 30 pounds		10	per pound	
			100 pounds dressed raw hides, not less than 18 pounds		10	do.	
			7),000 pounds ox hides for rope, of largest size, fleshed, and hair removed		10	do.	
July 23	June 30	John Wendell	1,500 pounds rigging leather, sides not less than 10 lbs.		38	do	Brooklyn.
			1,500 pounds pump leather, sides not less than 30 lbs		32	do.	
			1,200 pounds bellows leather, sides not less than 6 lbs		45	do.	
			150 pounds oil tanned leather, sides not less than 30 lbs.		30	do.	
			6 skins buff leather	2	00	per skin.	
			630 pounds dressed raw hides, not less than 18 lbs		25	per pound.	
Aug. 13	June 30	Hulseman, Perry & Hulseman.	1,620 pounds rigging leather, sides not less than 10 lbs.		38	do	Philadelphia.
			60 pounds pump leather, sides not less than 30 lbs		32	do.	
			440 pounds bellows leather, sides not less than 6 lbs		43	do.	
			4 skins buff leather	2	50	per skin.	
			500 pounds dressed raw hides, not less than 25 lbs		30	per pound.	
July 20	June 30	Joseph L. Savage	170 pounds pump leather, sides not less than 28 lbs		33	do	Washington.
			50 pounds bellows leather, sides not less than 6 lbs		45	do.	
July 23	June 30	John Wendell	3,000 pounds rigging leather, sides not less than 10 lbs.		36	do.	Gosport.
			1,000 pounds pump leather, sides not less than 30 lbs		28	do.	
			400 pounds bellows leather, sides not less than 6 lbs		40	do.	
			12 skins leather, buck skins	3	00	per skin.	
			200 pounds dressed raw hides, best Spanish, not less than 18 pounds		22	per pound.	
July 20	June 30	Robert Corman	275 feet leading hose, in 25 feet lengths		75	per foot	Kittery.
			48 feet suction hose, in 6 feet lengths	1	60	do.	
July 20	June 30	Robert Corman	500 feet leading hose, in 25 feet lengths		75	do	Charleston.
			150 feet suction hose, in 6 feet lengths		85	do.	
July 20	June 30	Robert Corman	800 feet leading hose, in 25 feet lengths		73	do	Brooklyn.
			120 feet suction hose, in 6 feet lengths	1	50	do.	
July 20	June 30	Robert Corman	650 feet leading hose, in 25 feet lengths		70	do	Philadelphia.
			120 feet suction hose, in 6 feet lengths	1	50	do.	
July 20	June 30	Robert Corman	1,500 feet leading hose, in 25 feet lengths		70	do	Gosport.
			300 feet suction hose, in 6 feet lengths	1	25	do.	
July 16	June 30	Horton, Hall & Co.	50 clamp brushes		50	each	Charlestown.
			50 hand scrubbing brushes		50	do.	
			100 whitewash brushes	1	25	do.	
			10 hand dusting brushes		75	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 16	June 30	Horton, Hall & Co—Cont.	10 painters' dusting brushes	$0 25 each	Charlestown.
			4 varnish brushes	25 do.	
			25 paint brushes, 000	75 do.	
			25....do..... 0000	88 do.	
			25....do..... 00000	1 00 do.	
			25....do..... 000000	1 12 do.	
			25 sash-tool brushes, assorted	25 do.	
			5 pounds bristles	6 00 per pound.	
July 23	June 30	John Wendell	200 clamp brushes	25 each	Brooklyn.
			250 hand scrubbing brushes	20 do.	
			25 tar brushes, short handled	25 do.	
			175 whitewash brushes	60 do.	
			10 hand dusting brushes	40 do.	
			12 painters' dusting brushes	30 do.	
			12 varnish brushes	70 do.	
			18 paint brushes, 00	40 do.	
			36....do..... 000	45 do.	
			48....do..... 0000	60 do.	
			36....do..... 00000	70 do.	
			84....do..... 000000	80 do.	
			24 sash-tool brushes	20 do.	
			12 glue brushes	30 do.	
			24 flue brushes, per sample	50 do.	
			3 pounds of bristles	3 00 per pound.	
July 15	June 30	Handy & Brenner	90 clamp brushes	17 each	Philadelphia.
			30 tar brushes, short handled	30 do.	
			54 tar brushes, long handled	42 do.	
			65 whitewash brushes	30 do.	
			94 hand dusting brushes	22 do.	
			12 painters' dusting brushes	42 do.	

			84 fitch brushes	8	do.	
			14 varnish brushes	40	do.	
			55 paint brushes, 000	45	do.	
			98 ....do..... 000000	75	do.	
			36 sable pencils	10	do.	
			109 sash-tool brushes, assorted, Nos. 6 and 7	15	do.	
			10 camels' hair brushes	5	do.	
			40 pounds bristles, combed and washed	3 25	per pound.	
July 28	June 30	Allyn, Rose & Capps	400 clamp brushes	25	each	Gosport.
			100 whitewash brushes	48	do	
			12 painters' dusting brushes	30	do.	
			10 paint brushes, 000	75	do.	
			20 ....do..... 0000	1 00	do.	
			30 ....do..... 00000	1 00	do.	
			80 ....do..... 000000	60	do.	
			60 sash-tool brushes, assorted	20	do.	
			8 pounds bristles	1 25	per pound.	
July 16	June 30	Horton, Hall & Co	20 pieces 18-inch red bunting	7 00	per piece	Charlestown.
			5 pieces 12-inch red bunting	3 00	do.	
			5 pieces 9-inch red bunting	2 25	do.	
			5 pieces 4½-inch red bunting	1 00	do.	
			20 pieces 18-inch blue bunting	7 00	do.	
			5 pieces 12-inch blue bunting	3 00	do.	
			5 pieces 9-inch blue bunting	2 25	do.	
			5 pieces 4½-inch blue bunting	1 00	do.	
			20 pieces 18-inch white bunting	6 00	do.	
			5 pieces 12-inch white bunting	2 75	do.	
			5 pieces 9-inch white bunting	1 75	do.	
			5 pieces 4½-inch white bunting	1 00	do.	
			5 pieces 18-inch green bunting	5 00	do.	
			5 pieces 18-inch yellow bunting	5 00	do.	
			30 yards white muslin, ⅞ wide	15	per yard.	
			25 pounds white linen thread	25	per pound.	
			10 pounds blue linen thread	25	do.	
			10 pounds red linen thread	25	do.	
			25 pounds shoe thread	10	do.	
			50 pounds white curled hair	50	do.	
			20 papers sewing needles	1	per paper.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 19	June 30	Wm. Matthews	10 pieces 18-inch red bunting	$5 50 per piece	Brooklyn.
			5 pieces 12-inch red bunting	4 00 do.	
			5 pieces 9-inch red bunting	3 25 do.	
			10 pieces 4½-inch red bunting	2 50 do.	
			30 pieces 18-inch blue bunting	5 75 do.	
			5 pieces 12-inch blue bunting	4 00 do.	
			5 pieces 9-inch blue bunting	3 25 do.	
			15 pieces 4½-inch blue bunting	2 50 do.	
			10 pieces 18-inch white bunting	5 25 do.	
			5 pieces 12-inch white bunting	3 00 do.	
			5 pieces 9-inch white bunting	2 75 do.	
			10 pieces 4½-inch white bunting	2 50 do.	
			1 piece 18-inch green bunting	5 00 do.	
			1 piece 18-inch yellow bunting	5 00 do.	
			100 yards white muslin, ⅞ yard wide	8 per yard.	
			150 yards Barnsley sheeting	30 do.	
			50 yards green baize	65 do.	
			75 yards fearnaught	2 50 do.	
			60 yards satinet	80 do.	
			24 yards broadcloth	2 25 do.	
			15 yards hair cloth, 30 inches wide	1 50 do.	
			10 yards hair cloth, 24 inches wide	1 25 do.	
			200 yards linen tape	1 do.	
			5 pounds white linen thread	75 per pound.	
			5 pounds black linen thread	75 do.	
			200 pounds white curled hair	32 do.	
			60 papers sewing needles	5 per paper.	
			12 gross black tufts	85 per gross.	
July 16	June 30	Sturdevant & Brother	10 pieces 18-inch red bunting	5 25 per piece	Philadelphia.
			5 pieces 18-inch blue bunting	6 00 do.	

			10 pieces 18-inch white bunting	4 00	do.	
			2 pieces 18-inch green bunting	6 00	do.	
			2 pieces 18-inch yellow bunting	6 00	do.	
			90 yards white muslin, $\frac{7}{8}$ yard wide, twilled	11	per yard.	
			50 yards black muslin, $\frac{7}{8}$ yard wide, twilled	12	do.	
			1 piece No. 12 duck	15 00	per piece.	
			10 yards green baise	50	per yard.	
			144 yards black gimp	5	do.	
			6 pieces 2 inch girting	25	per piece.	
			20 yards broadcloth, black	2 50	per yard.	
			75 yards hair cloth, 16 to 34 inches wide, linen	1 30	do.	
			192 yards worsted binding, 12 yards, in rolls	3	do.	
			2 pounds linen thread, white	1 00	per pound.	
			2 pounds linen thread, red	1 00	do.	
			2 pounds linen thread, black	1 00	do.	
			200 pounds white curled hair	37	do.	
			8 papers sewing needles	5	per paper.	
			7 pounds shoe thread	50	per pound.	
July 14	June 30	Wm. Matthews	40 pieces 18-inch red bunting	5 75	per piece	Gosport.
			24 pieces 18-inch blue bunting	5 75	do.	
			24 pieces 18-inch white bunting	5 50	do.	
			10 pieces 18-inch green bunting	5 00	do.	
			100 yards white muslin, $\frac{7}{8}$ yard wide	8	per yard.	
			100 yards black muslin, $\frac{7}{8}$ yards wide	6	do.	
			300 yards Russia sheeting	20	do.	
			20 yards fearnaught	2 00	do.	
			100 yards black cotton velvet	50	do.	
			90 yards hair cloth, 30 inches wide	1 40	do.	
			100 yards cotton osnaburgs, double width	10	do.	
			100 yards linen osnaburgs	15	do.	
			20 papers sewing needles	6	per paper.	
			30 pounds linen thread	80	per pound.	
			300 pounds white curled hair	35	do.	
			40 pounds mattress twine	30	do.	
			50 spools sewing cotton, No. 2	5	per spool.	
July 20	June 30	A. Q. Wendell	25 barrels thin tar, each containing not less than 30 gallons	2 48	per barrel	Kittery.
			30 barrels pitch, each containing not less than 300 pounds	2 50	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates	Navy yard where deliverable.
1858.	1859.				
July 20	June 30	A. Q. Wendell—Cont'd	4 barrels No. 1 rosin, each containing not less than 300 pounds	$1 95 per barrel.	Kittery.
			25 barrels soft clear turpentine, each containing not less than 280 pounds	4 25 do.	
July 16	June 30	Horton, Hall & Co	500 barrels thin tar, each containing not less than 30 gallons	2 50 per barrel	Charlestown.
			100 barrels pitch, each containing not less than 300 pounds	2 75 do.	
			50 barrels No. 1 rosin, each containing not less than 300 pounds	1 00 do.	
			10 barrels soft clear turpentine, each containing not less than 280 pounds	4 00 do.	
			10 barrels coal tar, each containing not less than 30 gallons	1 00 do.	
			90 gallons tar oil	75 per gallon.	
July 19	June 30	William D. Kennedy	100 barrels thin tar, each containing not less than 30 gallons	2 25 per barrel	Brooklyn.
			130 barrels pitch, each containing not less than 300 pounds	2 00 do.	
			60 barrels No. 1 rosin, each containing not less than 300 pounds	1 75 do.	
			35 barrels soft clear turpentine, each containing not less than 280 pounds	4 50 do.	
			15 barrels coal tar, each containing not less than 30 gallons	2 00 do.	
			400 gallons tar oil	50 per gallon.	
July 19	June 30	John Wendell	34 barrels thin tar, each containing not less than 30 gallons	2 50 per barrel	Philadelphia.
			153 barrels pitch, each containing not less than 300 pounds	2 25 do.	

			2 barrels No. 1 rosin, each containing not less than 300 pounds	8 00 do.	
			10 barrels soft clear turpentine, each containing not less than 280 pounds	4 50 do.	
			2 barrels coal tar, each containing not less than 30 gallons	2 25 do.	
			120 gallons tar oil	60 per gallon.	
July 19	June 30	William D. Kennedy	24 barrels pitch, each containing not less than 300 pounds	2 25 per barrel	Washington.
			6 barrels tar, each containing not less than 30 gallons	2 50 do.	
			3 barrels rosin, No. 1, each containing not less than 300 pounds	2 00 do.	
July 19	June 30	W. D. Kennedy	150 barrels thin tar, each containing not less than 30 gallons	2 50 do	Gosport.
			125 barrels pitch, each containing not less than 300 pounds	2 10 do.	
			100 barrels No. 1 rosin, each containing not less than 300 pounds	1 75 do.	
			60 barrels soft clear turpentine, each containing not less than 280 pounds	4 50 do.	
			20 barrels coal tar, each containing not less than 30 gallons	2 00 do.	
			600 gallons tar oil	55 per gallon.	
July 22	June 30	Southard, Herbert & Co	300 gallons winter strained sperm oil	1 45 do	Kittery.
			200 pounds castile soap	12 per pound.	
			2,000 pounds pure tallow	11 do.	
July 16	June 30	Horton, Hall & Co	1,000 gallons winter strained sperm oil	1 35 per gallon	Charlestown.
			200 gallons best quality lard oil, for lubricating	1 00 do.	
			30 gallons neats' foot oil	10 do.	
			200 gallons whale oil	75 do.	
			300 pounds hard brown soap	7 per pound.	
			25 pounds castile soap	5 do.	
			1,000 pounds pure tallow	8 do.	
July 22	June 30	H. J. Hanson	4,000 gallons winter strained sperm oil	1 35 per gallon	Brooklyn.
			200 gallons best quality lard oil, for lubricating	1 05 do.	
			50 gallons neats' foot oil	1 00 do.	
			25 gallons sweet oil	1 40 do.	
			350 gallons fish oil	41 do.	
			500 pounds best hard brown soap	7½ per pound.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 22	June 30	H. J. Hanson—Continued.	200 pounds best salt water soap	$0 06 per pound	Brooklyn.
			100 pounds old castile soap	15 do.	
			4,000 pounds pure beef tallow	11 do.	
July 23	June 30	John Wendell	300 gallons lard oil	1 00 per gallon	Philadelphia.
			600 gallons winter strained sperm oil	1 35 do.	
			10 gallons neats' foot oil	1 10 do.	
			3 gallons sweet oil	2 50 do.	
			60 gallons fish oil	40 do.	
			960 pounds pure tallow, beef	13 per pound.	
July 23	June 30	John Wendell	240 gallons winter strained sperm oil	1 39 per gallon	Washington.
			30 gallons neats' foot oil	90 do.	
			100 pounds hard brown soap	7 per pound.	
			100 pounds salt water soap	9 do.	
			300 pounds pure tallow	12 do.	
July 23	June 30	John Wendell	1,000 gallons winter strained sperm oil	1 49 per gallon	Gosport.
			200 gallons best quality lard oil, for lubricating	1 00 do.	
			50 gallons neats' foot oil	1 00 do.	
			5 gallons sweet oil	1 50 do.	
			600 gallons fish oil	28 do.	
			400 pounds hard brown soap	8 per pound.	
			6,000 pounds pure tallow	12 do.	
July 16	June 30	Horton, Hall & Co	25 pounds antimony	25 do	Charlestown.
			500 pounds beeswax	50 do.	
			500 Bath bricks	5 each.	
			200 fire bricks	2 do.	
			360 brooms, hickory	25 do.	
			360 brooms, corn	38 do.	
			50 pounds borax	5 per pound.	
			1 bellows, smiths', 30-inch	7 00 each.	
			100 bushels charcoal	20 per bushel.	

5 silver calls	4 00	each.
50 chimneys, lamp	12	do.
500 yards cloth, gunny	17	per yard.
2 barrels clay, fire	1 00	per barrel.
100 pounds chalk, white	1	per pound.
6 skeins catgut, large size	10	per skein.
6 skeins catgut, small size	10	do.
2,000 pounds cotton waste	5	per pound.
50 pounds cotton batting	10	do.
1 bass drum	20 00	
1 tenor drum	7 00	
2 drum heads, bass	2 50	each.
2 drum heads, tenor	2 00	do.
6 drum snares	25	do.
10 pounds emery flour	5	per pound.
20 pounds emery, assorted	5	do.
6 reams emery cloth	12 00	per ream.
1 ream emery paper	1 00	do.
5 glasses, 60″	1 00	each.
5 glasses, 30″	1 00	do.
2 grindstones, 120 pounds each, mounted	2 00	do.
150 pounds glue	5	per pound.
50 sheets horn for lanterns	6	each.
50 fish hooks, assorted	2	do.
2 sets hoops, truss, wood	1 00	per set.
6 hydrometers	1 00	each.
2 leads, Errieson's or Ogden's	25 00	do.
2 logs, Massey's	25 00	do.
12 lines, chalk, 80 to 100 feet each	6	do.
100 lines, fishing	30	do.
2 lines, measuring, metallic, 75 to 100 feet	2 00	do.
6 gross lampwick, wove	1 00	per gross.
50 pounds lampwick, yarn	10	per pound.
12 lamps, with reflectors, small size	1 00	each.
5 barrels lime, of 200 pounds each	1 00	per barrel.
6 jars chloride lime, in 20-pound jars	1 00	each.
50 lanterns, globe, with guards and lamps complete	2 00	do.
100 sheets mica	6	per sheet.
100 pounds mercury, in flasks	75	per pound.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 16	June 30	Horton, Hall & Co.—Con.	1 mill, paint, iron	$10 00	Charlestown.
			200 needles, sail	1 00 per 100.	
			100 needles, roping	1 00 do.	
			50 preservers, life	2 00 each.	
			100 pounds potash	2 per pound.	
			100 pounds rubber, sheet, packing	60 do.	
			20 pounds sal ammonia	4 do.	
			4 reams sand paper, assorted	2 50 per ream.	
			10 pounds rottenstone, lump	2 per pound.	
			50 pounds sulphur, flour of	2 do.	
			50 pounds soapstone, pulverized	2 do.	
			6 thermometers	2 00 each.	
			500 pounds yarn, packing	2 per pound.	
			50 pounds mop yarn	40 do.	
			20 pounds valve gum	1 00 do.	
			20 palms, mounted, seaming	10 each.	
			20 palms, mounted, roping	10 do.	
July 19	June 30	W. D. Kennedy	1 carboy muriatic acid—say 100 pounds	5 per pound.	Brooklyn.
			1 carboy sulphuric acid—say 100 pounds	5 do.	
			10 pounds antimony	30 do.	
			150 pounds metallic antimony	15 do.	
			1,000 pounds beeswax	30 do.	
			500 bath bricks	3½ each.	
			100 cylinder bricks	5 do.	
			1,000 fire bricks	4 do.	
			650 hickory brooms	12 do.	
			1,000 corn brooms	18 do.	
			50 pounds refined borax	30 per pound.	
			200 pounds pure sperm candles	45 do.	
			500 pounds white chalk	1 do.	

10 pounds red chalk	10	do.
12 silver calls	3 00	each.
300 bushels hardwood charcoal	20	per bushel.
150 lamp chimneys	8	each.
5 pounds copperas	10	per pound.
10 cubic yards fire clay	2 00	per c. yard.
1,000 pounds spun cotton	12	per pound.
50 pounds cotton packing	23	do.
4 reams crocus martus cloth	10 00	per ream.
25 skeins large cat gut	30	per skein.
75 pounds cane seating	45	per pound.
12 water closet cocks	2 00	each.
1 bass drum	12 00	
1 tenor drum	9 00	
2 bass drum heads	2 25	each.
4 tenor drum heads	1 00	do.
4 drum snares	75	do.
75 pounds emery, assorted	10	per pound.
6 reams emery cloth	7 50	per ream.
50 square yards boiler felting, per sample	2 25	per sq. yard.
12 bundles coopers' flags	25	per bundle.
3 glasses, 60"	1 00	each.
3 glasses, 30"	1 00	do.
2 grindstones, 120 pounds each, mounted	8 00	do.
400 pounds best white glue	18	per pound.
100 fish hooks, cod, and assorted	2 00	per 100.
1,000 inches mast hoops, hickory	3	per inch.
36 hydrometers	1 00	each.
8 dozen axe handles	1 75	per dozen.
8 dozen sledge handles	1 75	do.
16 dozen hammer handles	1 00	do.
2 dozen brass tea kettle knobs	3 00	do.
2 leads, "Ogden's"	20 00	each.
1 "Massey's" log	20 00	
5 chalk lines, 80 to 100 feet each	50	do.
150 fishing lines, 240 feet each	30	do.
6 measuring lines, metallic, 100 feet	1 50	do.
6 gross lampwicks, woven	1 00	per gross.
1 gross lampwicks, woven, circular	1 00	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858. July 19	1859. June 30	W. D. Kennedy—Con....	100 pounds lampwick yarn	$0 20 per pound.	Brooklyn.
			24 brass hand lamps	50 each.	
			5 lamps, with reflectors, small size	2 00 do.	
			2 lamps, solar, (engineer's,) per sample	4 00 do.	
			12 lamps, solar, bracket, (engineer's,) per sample	6 00 do.	
			36 lanterns, globe, with guards and lamps complete, brass	2 00 do.	
			30 barrels of lime, of 200 pounds each	1 00 per barrel.	
			15 jars of chloride of lime, in 20-pound jars	1 75 each.	
			20 pounds pulverized black lead	4 per pound.	
			50 lamp screws, with double tubes	4 each.	
			10 lamp filling screws	6 do.	
			2 pounds sheet mica	2 50 per pound.	
			320 pounds mercury, in flasks	40 do.	
			100 sail needles	3 00 per 100.	
			100 seaming needles	3 00 do.	
			100 roping needles	3 00 do.	
			5 oil stones, say 10 pounds	50 per pound.	
			1 paint stone and muller	3 00 each.	
			50 life preservers	2 00 do.	
			300 pounds potash	9 per pound.	
			25 mounted palms, sewing	30 each.	
			25 mounted palms, roping	30 do.	
			10 sets pokers, shovels, and tongs	2 25 per set.	
			1 ream heavy wrapping paper	4 00 per ream.	
			10 reams sand paper, assorted	1 75 do.	
			2 reams glass paper	2 25 do.	
			1,000 pounds rubber, sheet, packing	40 per pound.	
			300 pounds rubber gaskets, per patterns	60 do.	
			30 pounds sal ammonia	14 do.	

			1,000 pounds soda ash		3½ do.	
			10 pounds rotten stone, in lumps		3 do.	
			50 pounds flour of sulphur		5 do.	
			20 pounds soapstone, pulverized		5 do.	
			3 seines of tanned flax, 80 fathoms, with bag and sinkers, complete	80 00	each.	
			100 pounds thrums		35 per pound.	
			12 thermometers	2 00	each.	
			24 thermometers, for salinometers	1 50	do.	
			800 pounds turmeric		10 per pound.	
			2 sets turning tools for wood	5 00	per set.	
			100 pounds yarn packing		14 per pound.	
July 16	June 30	Sturdevant & Bro.	100 pounds beeswax		35 do	Philadelphia.
			100 bricks, Bath		6 each.	
			200 brooms, hickory		15 do.	
			300 brooms, corn		30 do.	
			5 pounds borax, refined		40 per pound.	
			11 pounds chalk, white		6 do.	
			8 calls, silver	4 00	each.	
			14 chimneys, lamp		20 do.	
			10 skeins catgut		40 do.	
			6 pounds crocus mortis		30 per pound.	
			4 chalk lines, 80 to 100 feet each		25 each.	
			7 jars chloride lime, in 20-pound jars, (140 pounds)	3 00	per jar.	
			3 candlesticks	1 00	each.	
July 19	June 30	Sturdevant & Bro.	9 pounds emery, assorted		12 per pound	Philadelphia.
			100 fishing lines, 240 feet	1 00	each.	
			180 dozen fishing hooks		50 per dozen.	
			2 grindstones, 120 pounds each, mounted	6 00	each.	
			4 pounds glue		50 per pound.	
			4 gauges	2 00	each.	
			36 hooks, sail		4 do.	
			6 lines, hand	3 00	do.	
			4 lines, log	3 00	do.	
			5 gross lampwick, wove		75 per gross.	
			18 pounds lampwick, yarn		25 per pound.	
			16 barrels lime, of 200 pounds each	1 20	per barrel.	
			1 lead, Erricson's or Ogden's	19 00	each.	
			1 log, Massey's	19 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 19	June 30	Sturdevant & Bro.—Con..	950 needles, sail, seaming, assorted	$2 50 per 100	Philadelphia
			4 papers needles, sewing	10 per paper.	
			400 needles, roping	3 00 per 100.	
			2 paint stones and muller	5 00 each.	
			36 prickers, sail	50 do.	
			32 preservers, life	2 00 do.	
			48 palms, mounted, sewing	40 do.	
			94 palms, mounted	30 do.	
			24 palms, mounted, roping	40 do.	
			2 pumps, copper, with joints	10 00 do.	
			10 reflectors, lamp	20 do.	
			20 rubbers, sail	50 do.	
			4 stones, oil	50 do.	
			3 pounds sal ammoniac	16 per pound.	
			1 ream sand paper	4 per ream.	
			2 seines of tanned flax, 80 fathoms, with bag and sinkers, complete	100 00 each.	
			100 pounds thrums	40 per pound.	
July 20	June 30	Joseph L. Savage	200 pounds muriatic acid	3 do.	Washington.
			10 pounds beeswax	39 do.	
			24 corn brooms	25 each.	
			24 hickory brooms	20 do.	
			100 pounds cotton waste	12 per pound.	
			100 pounds white chalk	1 do.	
			20 pounds cotton lampwick	20 do.	
			40 pounds chloride of lime, in 20-pound jars	10 do.	
			1 ream assorted sand paper	3 00 per ream.	
July 28	June 30	Allyn, Rose & Capps	1,000 pounds beeswax	40 per pound	Gosport.
			400 bricks, Bath	4 each.	
			400 brooms, hickory	20 do.	

600 brooms, corn	25	do.
100 pounds borax, refined	30	per pound.
150 pounds chalk, white	5	do.
2 pounds chalk, red	6	do.
18 calls, silver	5 00	each.
300 bushels charcoal	20	per bushel.
100 chimneys, lamp	12	each.
4 barrels clay, fire	5 00	per barrel.
2,000 pounds cotton waste wiping stuff	12	per pound.
3,000 pounds cotton packing	12	do.
24 pounds crocus mortis	12	per pound.
3 drums, bass	15 00	each.
4 drums, tenor	5 00	do.
12 drumheads, bass	1 50	do.
12 drum snares	50	do.
20 pounds emery flour	10	per pound.
40 pounds emery, assorted	10	do.
13 reams emery cloth	10 00	per ream.
100 pounds coopers' flags	10	per pound.
4 grindstones, 120 pounds each, mounted	10 00	each.
200 pounds glue	25	per pound.
1,200 sheets horn, for lanterns	10	per sheet.
200 hooks, fish, assorted	75	per 100.
24 hydrometers	75	each.
4 leads, Ogden's	25 00	do.
4 logs, Massey's	25 00	do.
40 lines, chalk, 80 to 100 feet each	12	do.
200 lines, fishing, 240 feet	25	do.
50 lines, cod, 240 feet	25	do.
6 lines, measuring, metallic, 100 feet	5 00	do.
20 gross lampwick, wove	70	per gross.
50 pounds lampwick, yarn	15	per pound.
8 lamps, with reflectors, small size	1 00	each.
20 barrels lime, of 200 pounds each	1 10	per barrel.
12 swivel lamps	5 00	each.
12 jars chloride lime, in 20-pound jars	1 00	do.
20 lanterns, globe, with guards and lamps, complete, brass	2 25	do.
50 pounds mercury, in flasks	50	per pound.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 28	June 30	Allyn, Rose & Capps—Con.	1,000 needles, sail	$1 00 per 100	Gosport.
			1,000 needles, roping	1 50 do.	
			6 oil stones	20 each.	
			60 preservers, life	1 75 do.	
			40 sail prickers	20 do.	
			12 sail rubbers	20 do.	
			200 pounds potash	9 per pound.	
			200 palms, mounted, sewing	16 each.	
			150 palms, mounted, roping	18 do.	
			1,000 pounds rubber, sheet, packing	43 per pound.	
			10 pounds sal ammoniac	10 do.	
			12 reams sand paper assorted	2 00 per ream.	
			40 pounds sulphur, flour of	3 per pound.	
			60 pounds soapstone, pulverized	3 do.	
			30 pounds rotten stone	5 do.	
			50 pounds thrums	10 do.	
			6 thermometers	50 each.	
			100 pounds yarn, packing	16 per pound.	
July 20	June 30	Mahew & Baker	6 pounds gum arabic, refined	50 do.	Charlestown.
			24 books, blank, cap size, 1 quire, half bound	20 each.	
			12 do do 2 quires do	40 do.	
			12 do do 3 quires do	50 do.	
			6 books, letter size, 3 quires, half bound	50 do.	
			36 books, memorandum, half bound, with loops, 1 quire thick	20 do.	
			36 books, memorandum, bound in leather, 1 quire thick.	10 do.	
			24 boxes, sand, hardwood	12 do.	
			20 yards tracing cloth	36 per yard.	
			12 bottles carmine ink, half-pint bottles	30 per bottle.	
			6 erasers, with ivory handles	50 each.	

1,000 envelopes, large size	3 50	per M.
1,000 envelopes, small size	2 50	do.
12 folders, paper, ivory	12	each.
48 bottles black ink, half pints	10	do.
24 bottles black ink, pints	25	do.
48 papers ink powder, best quality	3	do.
24 inkstands	25	do.
12 India ink saucers	20	do.
12 inkstan dishes	75	do.
6 pieces India ink	25	do.
24 penknives, four blades, Congress	80	do.
12 pounce and boxes, ivory	10	do.
23 gross steel pens, assorted	1 50	per gross.
12 dozen penholders	10	per dozen.
12 dozen pencils, best black, and equal to Faber's	6	do.
50 dozen pencils, slate, best white Rutland	4	do.
6 dozen pencils, camels' hair	12	do.
15 reams regulation cap paper, faint lined	3 50	per ream.
6 reams paper, log	1 12	do.
20 reams paper, cap, faint lined, ruled	2 50	do.
10 reams paper, letter, faint lined, ruled	3 25	do.
10 reams paper, envelope	75	do.
3 reams paper, blotting	1 50	do.
1 ream paper, cartridge	6 50	do.
50 sheets paper, drawing, double elephant	20	per sheet.
50 sheets paper, drawing, elephant	12	do.
50 sheets paper, tracing, double elephant	16	do.
24 pins, drawing	6	each.
5,000 quills, No. 80	3 50	per M.
6 rulers, parrallel, ebony, 24-inch	1 50	each.
6 rulers, round, ebony	30	do.
6 rulers, flat	14	do.
6 rulers, rolling, 20-inch	25	do.
2 pounds rubber, prepared, in ounce pieces	1 00	per pound.
24 slates, double, log, hardwood frames	50	each.
12 slates, single, log, hardwood frames	37	do.
6 porcelain, 8 by 10 inches	1 12	do.
12 seals, wafer, ivory	10	do.
20 dozen sand, black, half pint papers	3	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 20	June 30	Mahew & Baker—Cont'd..	24 scales, Gunter's	$0 50 each.	Charlestown.
			300 pieces tape, red	3 per piece.	
			100 pieces taste, silk	6 do.	
			10 pounds wafers, American	20 per pound.	
			5 pounds wax, sealing	50 do.	
July 17	June 30	William H. Arthur & Co..	6 pounds refined gum arabic	2 do	Brooklyn.
			48 blank books, cap size, 1 quire, half bound, faint lined	2 each.	
			48 blank books, cap size, 2 quires, half bound, faint lined	2 do.	
			48 blank books, cap size, 3 quires, half bound, faint lined	2 do.	
			12 letter books, cap size, 3 quires, half bound, faint lined	3 00 do.	
			120 memorandum books, 1 quire thick, half bound, with loops	2 do.	
			120 memorandum books, 1 quire thick, bound in leather	2 do.	
			12 sand boxes, hardwood	2 do.	
			72 yards tracing cloth	30 per yard.	
			36 bottles carmine ink, half pints	2 each.	
			60 bottles black ink, half pints	2 do.	
			60 bottles black ink, pints	2 do.	
			2 bottles blue ink, quarts	4 do.	
			36 papers ink powder	2 do.	
			12 pieces India ink	2 do.	
			36 inkstands, assorted	2 do.	
			12 India ink saucers	3 do.	
			6 erasers, with ivory handles	4 do.	
			24 paper folders, ivory	50 do.	
			48 penknives, four blades, Congress	1 00 do.	
			6 desk knives, ivory handles	4 do.	
			24 ivory pounce boxes and pounce	2 do.	
			26 gross steel pens, assorted	2 00 per gross.	
			12 dozen penholders, to suit pens	1 00 per dozen.	

16 dozen pencils, drawing, best black, and equal to Faber's	2	00	do.
500 slate pencils, best, white Rutland		2	per 100.
18 dozen camels' hair pencils		2	per dozen.
1 dozen sable hair pencils		5	do.
6 reams log paper		2	per ream.
15 reams foolscap paper, regulation, ruled		2	do.
50 reams foolscap paper, faint lined	2	25	do.
20 reams letter paper, faint lined	4	00	do.
8 reams envelope paper		4	do.
2 reams blotting paper		3	do.
1 ream cartridge paper		5	do.
2 rolls drawing paper, 24 yards long, 54 inches wide		4	per roll.
1 roll tracing paper, 24 yards long, 54 inches wide		5	do.
100 sheets drawing paper, double elephant		40	per sheet.
50 sheets drawing paper, elephant		30	do.
48 sheets tracing paper, double elephant		30	do.
48 drawing pens		10	each.
60 drawing pins		2	do.
2 portfolios		5	do.
5,000 quills, No. 80		3	per M.
12 parallel rulers, ebony, 24-inch		2	each.
12 round rulers, ebony		2	do.
12 flat rulers		2	do.
12 rolling rulers, 20-inch		2	do.
15 pounds rubber, prepared, in ounce pieces		2	per pound.
24 pieces erasive gum		10	each.
48 double log slates, hardwood frames		50	do.
24 single slates, hardwood frames		2	do.
12 porcelain slates, 8 by 10 inches		3	do.
2 drawing squares, ebony, 4 feet tongue		3	do.
4 drawing triangles		2	do.
24 wafer seals, ivory		2	do.
12 dozen papers black sand, half pints		2	per dozen.
18 Gunter's scales		2	each.
240 pieces red tape		10	per piece.
100 pieces silk taste		2	do.
15 pounds wafers, American		2	per pound.
15 pounds sealing wax	1	00	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 17	June 30	Wm. H. Arthur & Co—Con.	24 cakes water colors, best quality	$1 00 each.	Brooklyn.
			5,000 self-sealing envelopes, assorted sizes and colors	5 00 per M.	
July 28	June 30	William A. Wheeler	2 bottles carmine ink, half-pint bottles	25 each	Philadelphia.
			16 bottles black ink, half-pint bottles	12 do.	
			2 papers ink powder, best quality	10 per paper.	
			7 inkstands	50 each.	
			4 penknives, 4 blades, Congress	1 00 do.	
			1 pounce and box, ivory	1 00 do.	
			1 sand box, hardwood	1 do.	
			2 gross steel pens, assorted	2 00 per gross.	
			500 quills, No. 80	6 00 per M.	
			2 dozen penholders, to suit pens	25 per dozen.	
			4 dozen pencils, drawing, best black, and equal to Faber's	75 do.	
			8 dozen pencils, slate, best white Rutland	4 do.	
			6 pencils, camels' hair	10 each.	
			3 reams paper, log	5 00 per ream.	
			12 reams paper, cap, faint lined, ruled	2 50 do.	
			6 reams paper, letter, faint lined, ruled	2 50 do.	
			2 reams paper, blotting	4 00 do.	
			24 books, memorandum, small sizes	20 each.	
			6 books, blank, 2 quires	36 do.	
			6 books, blank, 3 quires	50 do.	
			4 sheets drawing paper, double elephant	20 per sheet.	
			1 ruler, parallel, ebony, 24 inches	1 00 each.	
			1 ruler, flat	25 do.	
			1 ruler, round	30 do.	
			8 pieces rubber, prepared, in ounce pieces	10 per piece.	
			6 slates, double, log, hardwood frames	1 50 each.	
			1 slate, porcelain, 8 by 10 inches	1 00 do.	

			1 dozen sand, black, half-pint papers	4	per paper.	
			6 scales, Gunter's	50	each.	
			7 pieces tape, red	2	do.	
			½ pound wafers, American	24	per pound.	
July 28	June 30	William A. Wheeler	2 pounds gum arabic, refined	50	do	Gosport.
			20 books, blank, cap size, 1 quire, half bound, faint lined	15	each.	
			48 books, blank, cap size, 2 quires, half bound, faint lined	30	do.	
			24 books, blank, cap size, 3 quires, half bound, faint lined	45	do.	
			12 books, letter, cap size, 3 quires, half bound, faint lined	45	do.	
			100 books, memorandum, half bound, with loops, 1 quire thick	10	do.	
			100 books, memorandum, bound in leather, 1 quire thick	10	do.	
			30 boxes, sand, hardwood	12	do.	
			40 yards tracing cloth, (estimated to weigh 3½ pounds)	5 00	per pound.	
			24 bottles carmine ink, ½ pint bottles	12	each.	
			6 erasers, with ivory handles	20	do.	
			24 folders, paper, ivory	15	do.	
			100 bottles black ink, ½ pint	10	do.	
			60 bottles black ink, pints	15	do.	
			4 papers ink powder, best quality	1	per paper.	
			24 inkstands	14	each.	
			12 India ink saucers	4	do.	
			6 pieces India ink	3	do.	
			40 penknives, 4 blades, Congress	80	do.	
			6 desk knives, ivory handle	25	do.	
			8 gross pens, steel, assorted	1 50	per gross.	
			8 dozen penholders, to suit pens	12	per dozen.	
			80 dozen pencils, lead, Faber's	40	do.	
			100 dozen pencils, slate, best white Rutland	4	do.	
			6 dozen pencils, camels' hair	4	do.	
			2 reams paper, log	6 00	per ream.	
			16 reams regulation, cap, faint lined	3 00	do.	
			40 reams paper, cap, faint lined, ruled	2 25	do.	
			20 reams letter paper, faint lined, ruled	2 25	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1858.	1859.				
July 28	June 30	Wm. A. Wheeler—Cont'd.	12 reams envelope paper	$2 50 per ream	Gosport.
			2 reams blotting paper	4 00 do.	
			1 ream cartridge paper	5 00 do.	
			20 sheets paper, drawing, double elephant	20 per sheet.	
			10 sheets paper, drawing, elephant	15 do.	
			10 sheets paper, tracing, double elephant	15 do.	
			20 pens, drawing	25 each.	
			60 pins, drawing	1 do.	
			1 portfolio	1 50 do.	
			4,000 quills, No. 80	6 00 per M.	
			8 rulers, parallel, ebony, 24-inch	1 00 each.	
			12 rulers, flat	10 do.	
			10 pounds rubber, prepared in ounce pieces	75 per pound.	
			2 pounds pounce	1 do.	
			20 slates, double, log, hardwood frames	1 25 each.	
			10 slates, single, log, hardwood frames	12 do.	
			6 slates, porcelain, 8 by 10 inches	40 do.	
			24 seals, wafer, ivory	20 do.	
			12 dozen sand, black, ½ pint papers	2 per paper.	
			8 scales, Gunter's	30 each.	
			250 pieces tape, red	2 per piece.	
			100 pieces taste, silk	6 do.	
			6 pounds wafers, American	25 per pound.	
			10 pounds wax, sealing	45 do.	
			2,000 self-sealing envelopes, assorted sizes and colors	4 00 per M.	
July 21	June 30	S. E. Knight	150 cords oak wood	7 90 per cord	Charlestown.
			20 cords pine wood	5 00 do.	
July 16	June 30	Thomas McCarty	160 cords oak wood	5 55 do.	Brooklyn.
			30 cords pine wood, southern	5 95 do.	
			30 cords hickory wood	7 55 do.	

July 15	June 30	Handy & Brenner	3,000 pounds plate iron, 8 to $\frac{3}{8}$ inch thick, from 20 to 40 inches wide, and 60 to 84 inches long	4$\frac{3}{4}$ per pound	Washington.
			60,000 pounds plate iron, $\frac{1}{4}$ inch thick	4 do.	
			6,000 pounds iron rivets, from $\frac{1}{2}$ to $\frac{3}{4}$ inch in diameter	5 do.	
			12,000 pounds gallery plate iron, as ordered	4$\frac{3}{4}$ do.	
			7,000 pounds gallery bar iron, as ordered	3 do.	
			500 pounds rivets, $\frac{1}{4}$ to $\frac{5}{8}$ inch in diameter	6$\frac{1}{4}$ do.	
July 20	June 30	Joseph L. Savage	262,000 pounds iron, from 1$\frac{2}{16}$ to 2 inch, chain	3$\frac{46}{100}$ do.	Washington.
			15,000 pounds iron, from 1 to 1$\frac{1}{8}$ inch, chain	3$\frac{49}{100}$ do.	
June 29	June 30	Joseph L. Savage	300,000 pounds best quality American ingot copper	23$\frac{1}{4}$ do.	Washington.
July 20	June 30	Joseph L. Savage	6 smiths' bellows, each 32 inches wide and 44 inches long, exclusive of pipe, which is to be 10 inches, as per sample	10 49 each	Washington.
			200 pounds vulcanized rubber for joints, as ordered	39 per pound.	

No. 5.

Abstract of annual report from the Bureau of Provisions and Clothing dated November 17, 1858.

Transmits estimates, abstracts, and statements.
Faithful services of naval storekeepers and inspectors.
Advantages of new storehouses.
Renews recommendation to create grade of assistant pursers.
Suggests the need of additional store-vessels.
Renews recommendation to increase pay of purser's clerks at navy yards.

BUREAU OF PROVISIONS AND CLOTHING,
November 17, 1858.

SIR: In compliance with your instructions, dated August 20, 1858, I have the honor to submit the enclosed estimates, marked A, B, C, D, with abstracts and statements, marked E to N, inclusive.

Naval storekeepers and inspectors.

The duties of the naval storekeepers, abroad and at home, have during the past year been performed with commendable promptitude, fidelity, and care; while the inspectors in charge of provisions have fulfilled their laborious and responsible trust with unswerving fidelity and indefatigable zeal. A large share of the successful operations of the system of supplies of provisions and clothing for the navy depends upon these inspectors, and hitherto the highest expectations of the bureau have not been disappointed.

New storehouses.

The new storehouses for provisions, &c., at Boston and Norfolk conduce much to the preservation of the stores and to convenience in receiving and issuing them. The large storehouse at New York, now rapidly approaching its completion, will soon give that important station excellent storage for the large quantities of provisions, clothing, and small stores kept there.

Assistant pursers.

In view of the increasing number of small vessels in the navy, it seems almost indispensable either to increase the present corps of pursers or to create a grade of assistant pursers.

There are sixty-four pursers allowed by law. Of these, thirty-one are on sea duty, seventeen on shore duty, and fourteen on leave or waiting orders, and there are two vacancies. In the list of those on leave are included all who are, from age or physical infirmity, unfit for duty, and those who have just returned from sea, and are engaged in settling their accounts.

There are sixteen vessels now in commission without pursers. The duties of purser on board nine of these are performed by the commanding officers, against their will, and with almost certain pecuniary loss, for which they receive no additional compensation. A commander, acting as purser, cannot give his full attention to his appropriate duties, and he is placed in a false position by acting as paymaster to his crew, when there can be no umpire between them, himself being the arbiter as well as a party in any question which may arise relating to accounts.

Four vessels have no pursers on board, but pursers attached to other vessels have been ordered to take charge of the accounts of both, and are held responsible for the property in the purser's department of both, though they may be separated for months.

The duties of purser of three receiving ships are done by the respective navy agents on shore.

It would, in my opinion, be of very great advantage to the service if Congress would authorize the creation of a grade of assistant pursers, who should be subject to examination before appointment, whose appropriate service should be in small vessels, and from whom all appointments of pursers should be made by regular promotion.

Store-ships.

The operations of this bureau might be carried on with much greater advantage if four or five additional store-vessels could be procured.

A permanent store-ship at Panama would furnish storage for the Pacific squadron of a safer and more convenient kind and at a much cheaper rate than it can be had for on shore. Besides, in the absence of cruising vessels, a national store-ship might render important service in guarding and attending to the interest of the government and of individual Americans residing in or passing through that city.

A propeller store-vessel could be most advantageously employed in running between New York and Aspinwall, supplying the store-ship and other vessels at Panama by means of the railway across the Isthmus, as well as the vessels of the home squadron on the coast of Central America; and she would do valuable service in bringing home invalids from the two squadrons and in taking out recruits for them.

The African squadron is deprived of much of its efficiency by the want of a depot of provisions on the southern portion of its cruising grounds. From the present depot at Porto Praya to the southern limit of the station is nearly 3,000 miles by the usual route of cruisers. Small vessels carrying but three or four months' provisions, with the light winds and calms often prevailing, can hardly reach that limit before it becomes necessary to return for new supplies. They can cruise but very little on the southern coast, where the slave trade is most active, without buying supplies at exorbitant prices from transient merchantmen. A stationary store-ship at Great Fish Bay or St. Paul de Loando would enable vessels to cruise south of the equator as much as north of it, and far more usefully.

A propeller of 300 or 400 tons would be sufficient to supply the two depots with necessary stores of all kinds, would afford, twice or thrice a year, direct and certain communication with the squadron, and would bring home invalids comfortably and at small expense.

There are but three store-vessels now in service available for carrying supplies to the six established squadrons, and one of these is too small to be of much use.

Four or five additional store-vessels would, in my opinion, conduce greatly to the convenience and efficiency of distant squadrons.

Pay of pursers' clerks at navy yards.

I renew my recommendation for an increase of the present inadequate pay of pursers' clerks at navy yards.

This deserving class of officers, whose duties are both arduous and responsible, are now allowed by law much less than copying clerks or common writers receive in every navy yard.

I am, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 17, 1858.

A.—Estimate of the expenses of the bureau for the fiscal year.
B.—Estimate for provisions for the navy for the fiscal year.
C.—Estimate for contingent for the navy for the fiscal year.
D.—Estimate to reimburse appropriation for clothing issued to destitute Americans brought home from Nicaragua.
E.—Statement showing the value of provisions, clothing, and small stores on hand.
F.—Statement showing the value of shipments made by the bureau to foreign stations.
G.—Statement showing the cost of provisions, clothing, and small stores condemned.
H.—Abstract of proposals received for navy supplies.
I.—Abstract of proposals received for small stores.
K.—Abstract of proposals received for soap, candles, &c.
L.—Abstract of proposals received for fresh beef and vegetables.
M.—Abstract of proposals received for transportation of stores.
N.—Statement of contracts made by the bureau during the year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1860.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853, section 3, vol. 10, page 209.....	$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, section 3, vol. 10, page 209, and April 22, 1854, section 1, vol. 10, page 276.....	5,600 00
For salary of one messenger, per joint resolution of Congress of August 18, 1856.....	840 00
For salary of one laborer, per joint resolution of Congress of August 18, 1856.....	600 00
	8,840 00

Contingent.

For blank books, stationery, and miscellaneous items.....	$700 00

Appropriated for the year ending June 30, 1859:	
For salaries of clerks, messenger and laborer.....	$8,840 00
For contingent.....	700 00
	9,540 00
Asked to be appropriated for the year ending June 30, 1860:	
For salaries of clerks, messenger and laborer.....	$8,840 00
For contingent.....	700 00
	9,540 00

H. BRIDGE, *Chief of Bureau.*

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance for the fiscal year ending June 30, 1860.

One ration per day for 8,500 men would be, for the year, 3,102,500 rations, at 25 cents each.....	$775,625 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea service," for the year, would be 273,750 rations, at 25 cents each.....	68,437 50
One ration per day for 750 officers and marines "attached to vessels for sea service" would be 273,750 rations, at 25 cents each.....	68,437 50

Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, section 1, vol. 9, page 169, and August 3, 1848, section 5, vol. 9, page 271	$29,200 00
To reimburse appropriation for provisions for issues to supernumeraries, destitute Americans, brought home in national ships from Nicaragua in 1857	4,140 00
	945,840 00
Asked to be appropriated for the year ending June 30, 1860	$945,840 00
Appropriated for the year ending June 30, 1859	941,700 00
Excess	4,140 00

This excess is occasioned by the amount asked for to reimburse the appropriation for provisions for issues to destitute Americans.

H. BRIDGE, *Chief of Bureau.*

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1860.

Contingent.

To meet the demands upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels	$68,000

H. BRIDGE, *Chief of Bureau.*

D.

To reimburse appropriation for clothing for the navy for issues to supernumeraries, destitute Americans, brought home in national ships from Nicaragua in 1857	$3,144 00

H. BRIDGE, *Chief of Bureau.*

Estimate of appropriations, under the cognizance of the Bureau of Provisions and Clothing, required for the service of the fiscal year ending June 30, 1860.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
Expenses of the bureau	$9,540 00		$9,540 00
"Provisions"	945,840 00		941,700 00
"Clothing for the navy"	*3,144 00		
Contingent	68,000 00		

* To reimburse the appropriation for clothing for the navy for issues to destitute Americans as per estimate "D."

H. BRIDGE, *Chief of Bureau.*

E.

Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy yards and at naval depots on foreign stations July 1, 1858.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
Portsmouth, N. H.	July 1, 1858	$167 61		$1 89	$449 60
Boston, Mass.	do	128,721 43	$102,438 25	11,527 78	2,783 46
New York	do	131,538 88	143,893 41	12,947 69	12,836 79
Philadelphia, Pa.	do	5,398 97	9,761 38	1,900 06	248 16
Washington, D. C.	do	733 98	4,169 96	173 44	82 65
Norfolk, Va.	do	111,217 69	95,825 25	12,694 71	5,639 79
Warrington, Fla.	do	17,574 73	16,830 92	4,444 49	2,693 44
Mare Island, Cal.	do	68,045 39	56,286 82	12,643 26	2,822 29
Valparaiso, Chile	do	29,217 01	13,864 65	2,617 13	
Rio de Janeiro, Brazil	do	16,113 55	10,982 73	4,393 10	961 97
Spezzia, Sardinia	do	23,926 67	34,963 59	7,467 61	659 46
Porto Praya, Cape de Verde Islands	do	6,247 96	11,656 64	2,143 47	1,293 24
Hong Kong, China	do	62,626 42	37,970 40	4,764 85	1,600 36
Total		601,530 29	538,644 00	77,719 48	32,071 21

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

F.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June 30, 1858.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
China squadron	July 2, 1857			$63 80	
Do	Jan. 27, 1858	$45,901 71	$2,406 08	2,736 58	$1,603 20
Do	May —, 1858	5,346 75	3,590 04	321 05	1,473 34
Mediterranean squad'n.	Jan. 30, 1858	16,257 24	8,629 60	2,789 29	
African squadron	Nov. 26, 1857	21,612 57	2,853 81	1,698 88	
Do	April —, 1858	964 45	1,205 63	432 22	
Do	June 18, 1858	9,880 48	1,090 45	871 23	
Brazil squadron	Nov. 26, 1857	17,444 51	1,163 63	526 00	903 60
Do*	Feb. 11, 1858	2,085 62		172 70	
Pacific squadron†	Mar. 23, 1858	24,875 05	12,351 46	3,952 54	
Do	June 21, 1858	3,374 24	12,448 32	4,406 11	584 46
Total		147,742 62	45,739 02	17,970 40	4,564 60

* For use of Argentina La Plata expedition.
† To Aspinwall, for use of Home and Pacific squadrons.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

G.

Statement showing the cost of provisions, clothing, small stores, and contingent condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of the net proceeds of such sales from July 1, 1857, to June 30, 1858, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.		Contingent.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, N. H	$340 28	$139 27						†$1 41
Boston, Mass	2,962 39	348 96	$555 64	$117 98	$614 37	$12 44		†157 60
New York	3,215 99	874 32	2,785 04	667 27	109 82	44 30		
Philadelphia	853 42	126 54	202 47					
Baltimore, Md								
Washington, D. C	463 76	225 00						
Norfolk, Va	3,641 08	1,190 53	2,236 80	341 52	107 86	13 21		
Warrington, Fla	5,975 68	3,629 31						
Key West, Fla								
Charleston, S. C								
Mare Island, Cal	1,989 84	3 41	3,230 90	77 80	78 80	4 56		
Rio de Janeiro Brazil	1,064 38	144 79			14 86			
Hong Kong, China	4,199 60	571 48	1,011 22	408 06	775 78	647 26		
Porto Praya, Cape de Verde Islands°	550 86	173 91				94 64		
Spezzia, Sardinia	2,337 05	446 50			2 96	1 78		
Valaparaiso, Chile	1,921 60	271 69	1,528 88	493 45	42 37	2 21		
The several national vessels	13,552 45	50 17	25 49		154 59			
Total	43,068 38	8,195 88	11,576 54	2,106 08	1,901 41	820 40		159 01

° The cost of small stores at this station embraced in the statement for last year.

† No return made of the cost of contingent.

H.--*Schedule of proposals received for "navy supplies," for the fiscal year ending June 30,*

	Names.	Residence.	Biscuit, per 100 pounds.					
			Boston.		New York.		Norfolk.	
			Tight.	Flour.	Tight.	Flour.	Tight.	Flour.
1	Joseph W. Ward	Boston						
2	Wm. K. Lewis & Bro	....do						
3	Wm. Kerr*	Summerdean, Va						
4	John Ferrall†	Williamsburg, N. Y						
5	Charles T. Goodwin	New York	$4 50	$3 88	$4 20	$3 40		
6	Doyle & Irwin	Norfolk						
7	Lepage Brothers†	....do						
8	Samuel N. Pike	Cincinnati						
9	St. John O. Doris	Philadelphia						
10	Eph. Treadwell & Sons	New York			3 85	3 35		
11	A. H. Adams	Boston						
12	John Wallower & Son	Harrisburg, Pa.						
13	M. Bartlett	Boston	4 23	3 42½	4 20½	3 40	$4 50	$3 46½
14	Christian Heisbley	Philadelphia						
15	John Wendell	New York						
16	Peters & Reed	Portsmouth, Va						
17	Ingham Coryell	Lumbertville, N. J.						
18	Joseph McKee	New York						
19	John A. Higgins	Norfolk						
20	William Foster	Boston						
21	Henry B. Williams	....do						
22	Daniel S. Cherry	Norfolk						
23	Myer Myers	Salisbury, N. C						
24	Charles Goodman	Cincinnati						
25	Wells & Provost	New York						
26	Henry Newton	North Weymouth						
27	Ewbank & Brother	Richmond						
28	William Lang	Boston						
29	Blanchard, Gilson & Co	....do						
30	Wm. Underwood & Co	....do						
31	Volk & Liedhof	....do						
32	Geo. Adams	....do						
33	Mullett & Bradbury	Charlestown						
34	Wm. G. Cochran & Co	Philadelphia						
35	David Cooper	....do						
36	Wm. Macomber	Boston						
37	William Wade	New York						
38	Stephen T. Brown	Georgetown, D. C	3 97½	3 47½	3 97½	3 44½	3 97½	3 43½
39	Isaac C. Nee	New York						
40	Hugh Craig	Philadelphia						
41	Peter A. Ahl	Newville, Pa						
42	John H. Hosmer	Cumberland co., Pa						
43	Aaron Gilmore	Buffalo, N. Y						
44	Hyatt & Stump	Baltimore						
45	J. W. Bryce	Philadelphia						
46	Place & Young	New York						
47	James English	...do						
48	Jas. W. McCulloh	....do						
49	Gurdon K. Tyler	Baltimore	4 29	3 67	4 12	3 62	3 95	3 38
50	S. S. Jamison	Washington, D. C						

* Informal.

1859, *under the advertisement of the Bureau of Provisions and Clothing, dated March* 19, 1858.

Flour, per barrel.			Rice, per 100 lbs.			Dried apples, per pound.			Pickles, per pound.			
Boston	N. York	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	
												1
									$0 04½	$0 04½	$0 04½	2
												3
												4
	$6 50											5
						$0 06.74	$0 07.74	$0 06.74				6
		$6 70			$5 25	8.90	8.10	6.95				7
												8
												9
												10
												11
						9½	9½	9½				12
$5 48	5 70	5 96										13
												14
			$5 00				8					15
	5 40	5 48	5 05	5 05			7.94	7.94				16
												17
			$4 90	4 60	4 90							18
7 50	7 00	6 75	5 00	5 00	5 00	8	7½	7	12	11	11	19
			4 88	4 96½	5 70	8½	8.45	9				20
			4 69	4 69								21
						8	7½	6½				22
												23
						12	12	12				24
									5.70	5.70	5.80	25
			5 00	5 00		9	9		5½	5½		26
		8 40						10				27
6 50	6 59	6 56	4 30	4 42	4 60	8.48	8.43	8.24				28
												29
									5.70	6	6	30
												31
			4 90	4 90								32
6 43	6 73		4 73	5 23		8.97	10½					33
												34
6 99	6 99	6 99	4 99	4 98	4 98	9.90	9	9.65	5.61	5.36	5.67	35
									5.72	5.79	5.85	36
							11	11				37
5 73½	4 97½	5 47½				8.23	8.23	8.23				38
												39
												40
												41
												42
6 50	6 50	6 50				10	10	10				43
			6 50	6 50	6 50	10	10	10				44
												45
						9	9	9				46
												47
7 00	7 00		6 00	6 00		9	9					48
												49
6 00	5 94	6 10										50

† No certificate.

SCHEDULE—

	Names.	Residence.	Sugar—per 100 pounds.			Tea—per pound.			Coffee, per lb.
			Boston.	N. York.	Norfolk.	Boston.	N. Y.	Norfolk.	N. York.
1	Joseph W. Ward	Boston							
2	Wm. K. Lewis & Bro.	....do							
3	William Kerr*	Summerdean, Va.							
4	John Ferrall†	Williamsburg, N. Y.							
5	Charles T. Goodwin	New York							
6	Doyle & Irwin	Norfolk							
7	Lepage Brothers†	....do							
8	Samuel N. Pike	Cincinnati							
9	St. John O. Doris	Philadelphia							
10	Eph. Treadwell & Sons	New York							
11	A. H. Adams	Boston				$0 30½			
12	John Wallower & Son	Harrisburg, Pa.							
13	M. Bartlett	Boston							
14	Christian Heishley	Philadelphia							
15	John Wendell	New York		$10 00			$0 40		$0 12
16	Peters & Reed	Portsmouth, Va.		9 90	$10 13		42½	$0 43½	
17	Ingham Coryell	Lambertville, N. J.							
18	Joseph McKee	New York	$9 50	9 90	9 40	39.4	38.7	40.7	11.7
19	John A. Higgins	Norfolk	10 00	9 00	10 00	75	75	75	18
20	William Foster	Boston	9 89	9 91	10 00	45	45	47½	
21	Henry B. Williams	..do	9 95	9 95		39½	41½		
22	Daniel S. Cherry	Norfolk							
23	Myer Myers	Salisbury, N. C.							
24	Charles Goodman	Cincinnati							
25	Wells & Provost	New York							
26	Henry Newton	North Weymouth	9 50	9 50		42	42		
27	Ewbank & Brother	Richmond							
28	William Lang	Boston	8 40	8 40	8 95	41½	43	43	13½
29	Blanchard, Gilson & Co.	....do							
30	Wm. Underwood & Co.	....do							
31	Volk & Liedhof	....do							
32	Geo. Adams	....do	9 49	9 89		49½	49½	53	
33	Mullett & Bradbury	Charlestown	8 97	9 43		42.98	47		14½
34	Wm. G. Cochran & Co.	Philadelphia							
35	David Cooper	....do	9 94	9 99	9 97	40.99	40½	42½	11.76
36	Wm. Macomber	Boston							
37	William Wade	New York							
38	Stephen T. Brown	Georgetown, D. C.				64	63	65	
39	Isaac C. Noe	New York	10 1-15c	10 1-15c	10 1-15c	57½	57½	57½	13
40	Hugh Craig	Philadelphia							
41	Peter A. Ahl	Newville, Pa.							
42	John H. Hosmer	Cumberland co., Pa.							
43	Aaron Gilmore	Buffalo, N. Y.							
44	Hyatt & Stump	Baltimore	10 75	10 75	10 75	60	60	60	14
45	J. W. Bryce	Philadelphia							
46	Place & Young	New York							
47	James English	....do							13
48	Jas. W. McCulloh	....do	10 00	10 00		50	50		16
49	Gurdon K. Tyler	Baltimore							
50	S. S. Jamison	Washington, D. C.							

* Informal. † No certificate.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

Continued.

Beans, per bushel.			Molasses, per gallon.			Vinegar, per gallon.			Whiskey, per gallon.			
Boston.	N. York	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	
.....	.....	.....	.....	.....	.....	@0 14	@0 15	@0 15	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	@0 25	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	@0 34½	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	@3 10	.....	.....	.....	.....	.....	.....	.....	.....	41	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	@0 57½	57½	57½	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	35½	35½	35½	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	@1 88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	1 96	1 96	.....	@0 41	@0 43	.....	.....	.....	.....	35½	35½	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	42	40	42	17
.....	.....	.....	.....	.....	.....	.....	16.7	17.9	.....	.....	.....	18
@2 50	1 95	1 90	.....	69	68	.....	30	30	50	45	40	19
2 00	2 10	2 20	@0 45	49½	51½	16	17½	17	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	14½	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	40	40	39½	23
2 50	2 50	2 50	.....	.....	.....	.....	.....	.....	50	50	50	24
.....	.....	.....	.....	.....	.....	16	14½‡	16	.....	.....	.....	25
1 90	1 90	.....	38	38	.....	15	15	.....	40	40	.....	26
.....	.....	2 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
1 69	1 64½	1 95	40	42½	46	15½	16½	18	39½	35½	35½	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	39½	39½	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	13½	14½	15	.....	.....	.....	31
2 49	2 49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
1 92	2 43	.....	36.93	48.99	.....	15.96	19	.....	37.47	38	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	34
2 99	2 97	2 99	40.98	49.94	49.99	16.99	16.94	18.94	30.99	30.34	30.99	35
.....	.....	.....	.....	.....	.....	15.73	15.73	15.73	.....	.....	.....	36
.....	2 95	2 95	.....	60	60	.....	.....	.....	.....	40	40	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	39.80	39.80	39.80	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	35½	35½	35½	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	34	34	34	42
2 50	2 50	2 50	.....	.....	.....	.....	.....	.....	50	50	50	43
2 50	2 50	2 50	55	55	55	25	25	25	40	40	40	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	37	37	37	45
2 25	2 25	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
1 95	1 95	2 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
1 75	1 75	.....	50	50	.....	.....	.....	.....	40	40	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	18	18	19	39½	39½	39½	50

‡ Decided by lot.

H—Continued.

Abstract of proposals for biscuit and flour, to be delivered at Warrington, Florida, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing.)

Names.	Residence.	Biscuits, per 100 lbs.	Flour, bbls.
Thomas Conlin	Warrington, Florida	$5 00*	$7 00
N. F. Rice	New Orleans, La	5 00	7 00

* Bids being equal, decided by lot.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

I.

Abstract of proposals received for small stores, under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1858.

Articles.	Isaac C. Noe.	John A. Higgins.	George Adams.	Howard & Brother.	William Mathews.
Boxes, shaving, each	$0 25	$0 22	$0 28	$0 27	$0 27
Brushes, shaving, each	5	4	5	2	3
Brushes, scrub, each	21½	20	25	20	20
Brushes, shoe, each	20	17	20	17	20
Brushes, clothes, each	8	9	10	5	12
Buttons, navy, vest, gross	1 50	2 50	2 50	50	1 90
Buttons, navy, medium, gross	2 00	4 00	3 50	3 00	3 30
Buttons, navy, coat, gross	3 00	4 00	5 50	3 50	3 30
Buttons, dead eye, gross	14	25	15	15	10
Blacking, boxes of, dozen	50	40	45	50	50
Beeswax, pound	30	25	33	30	30
Combs, coarse, dozen	2 45	2 50	2 50	2 50	2 50
Combs, fine, dozen	1 80	1 85	1 75	1 90	1 80
Cotton, spools of, dozen	40	45	45	50	45
Grass, for hats, 100 hands	2 00	2 25	3 00	2 25	2 25
Handkerchiefs, cotton, each	12	13½	12	12	11
Jack knives, each	33	29	27	30	28
Needles, sewing, 1,000	70	60	75	60	70
Razors, each	23	25	21	25	30
Razor straps, each	18	20	12	18	15
Ribbon, hat, piece	88	67	64	70	63
Soap, shaving, dozen	12	12	20	12	12
Silk, sewing, pound	3 80	5 00	5 50	4 25	4 25
Scissors, each	13	14	15	18	15
Spoons, each	13	10	5	12	8
Thread, black and white, pound	1 00	92	92	98	90
Tape, linen, dozen	29½	30	29	30	30
Tape, cotton, dozen	18	20	20	15	20
Thimbles, each	1	1	1½	1	1

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

K.

Abstract of proposals received for the supply of fresh beef and vegetables, at the several navy yards, during the fiscal year ending June 30, 1859, under advertisement of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef, per lb.	Vegetables, per lb.
Charles W. Cottle	Portsmouth, N. H.	$0 11	$0 02
Joseph Holmes	do	10½	2
Chapin & Sawyer	Boston, Massachusetts	7½	1¼
J. B. Severance	do	7	1½
Benjamin J. Weeks	New York	6	2
W. Mathews	do	6¼	1 99/100
Charles Symon	do	6 97/100	1 98/100
Robert Boutcher	do	5 70/100	1 47/100
Valentine Disboro	do	6 95/100	1 76/100
Thomas Bunker	do	6	2
James Irving	do	6	3
James H. Halstead	do	7¼	1¾
Jed. Kyno	do	7	2
W. H. Chase	do	6¾	1¾
William H. Schriver	Philadelphia, Pa	7¼	3
H. & L. S. Borsef	do	6	2½
Daniel Haman	do	5¾	3
Gottlieb & Abraham Schiedt	do	5 97/100	2½
George W. Pappeer	Baltimore, Md	11	3
James Maguire	Washington, D. C.	16¾	6¾
Joseph L. Savage	do	16¾	6 9/10
Patrick White	do	16	6½
Theodore Moaher	do	16	7½
Charles Homiller	do	10	5
H. B. Otterback	do	11	6
William Ward	Norfolk, Virginia	12½	3¾
William T. Bell	Warrington, Florida	10 & 7	2¾
Celestine Serva	do	10 & 6¾	3
Henry Pattison	do	9½ & 9	2
John F. McCauley	Mare Island, Cal.	11½	3¾
Garwood & Andrews	do	14	4
Armstrong Maltbie	do	14½	3½
Jacob Chase	do	16	3¾
William L. Bracket	do	11	3½
O. H. Keyes	do	13	3¾
S. B. Sherwood	do	11¼	3
S T. Hildreth & Co	do	12¾	3
Thomas Knowles	do	13	4

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

L.

Abstract of proposals received for soap, candles, mustard seed, pepper, bottles and corks, under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1858.

Names.	Residence.	Soap.	Candles.	Mustard	Pepper.	Bottles	Corks.
		Pound.	*Pound.*	*Pound.*	*Pound.*	*Gross.*	*Gross.*
Woodman & Hill	Boston	$0 05					
C. L. Jones & Co.	do		$0 27				
Thomas H. Bacon.[o]	do		25				
E. Leccomb	do		30				
R. G. Mitchell	New York		28				
Colgate & Co	do	5 45/100					
Isaac McKim Cook	Baltimore, Md.	6					
John A. Higgins	Norfolk, Va.	7 70/100	43	$0 16	$0 12	$2 20	$0 45
William Mathews	New York			11 1/8	11 1/8	1 80	15
George Adams	Boston	5 1/4	33	1	10 1/2	1 90	20
Henry B. Williams	do	5 1/2	28 55/100	9 1/2	10 1/2	1 95	29
E. A. & W. Winchester	do	4 95/100					
J. J. Elliott & Co.	do	4 1/2					
Speare, Burke & Co	do	5	31				
B. C. & J. H. Sawyer	Pittsburg, Pa.	5	30				

[o] Not known as a manufacturer.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to the navy yard at Warrington, Florida, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated November 25, 1857.

Names.	Name of vessel.	Price per bbl.
Walden Porter	Brig Abuca	$0 69 1/2
Blanchard, Sherman & Co	Schooner George Amos	1 25
Joseph Cheney & Co	Brig Beatrice	75
N. W. Coffin		1 37 1/2
Thomas H. Lord	Brig Model	49 1/2

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Massachusetts, to Hong Kong, China, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated Sept. 10, 1858.

Names.	Name of vessel.	Price per bbl.
Isaac Taylor	Swallow	$1 90
A. A. Frazar & Co	Charmer	2 00

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to Hong Kong, China, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated December 23, 1857.

Names.	Name of vessel.	Price per bbl.
Vernon Brown & Son	Ship Santiago	$1 98
A. A. Frazar	Clipper Race Horse	2 50
Nathaniel Francis	Barque Lucis Elizabeth	2 73
N. W. Bridge	Barque Siri	1 90
James W. Hannum	Barque Saxonville	2 86
C O. Whitmore & Son	Ship Chelsea	1 98½
William Lincoln	Barque Telegraph	2 44
Henry Hastings	Barque Kate Hastings	1 77
W. F. Weld & Co	Ship Daniel Sharp	1 99
James E. Ward & Co	Ship Hotspur	2 74

Abstract of proposals received for the transportation of stores from the navy yard at Brooklyn, New York, to Valparaiso, Chili, and to Key West, Florida, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated June, 1858.

Names.	Vessel.	To Valparaiso.	To Key West.
Benner & Deak			$0 70 per bbl.
J. A. Norcross			50 "
G. A. Feny			62½ "
W. Bartlett	A No. 1, Victory	$4 00 per bbl.	

Abstract of proposals received for the transportation of stores from the navy yard at Boston, Massachusetts, to Porto Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated June 22, 1858.

Names.	Name of vessel.	Price per bbl.
William C. Fay	Barque Fruiterer	$1 98
Charles F. Clark	Barque Voyager	1 80
Matthew Bartlett	Brig Robert Wing	1 99
Baker & Morrill	Barque Fruiterer	2 47
Hugh Watt	Brig Henry Jones	1 55
E. Bangs & Son	Brig Queen of the South	1 95
N. W. Coffin	Brig Frederick Wording	1 47
Thomas H. Lord	Brig Suwannee	1 24½

N.—*Statement of contracts made by the Bureau of Provisions and Clothing for and in behalf of the Navy Department for "supplies for the navy," during the fiscal year ending June* 30, 1859, *prepared in obedience to the acts of Congress approved April* 21, 1808, *and March* 3, 1809.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Gilbert Davis, (96,000 pounds per annum for four years)	Feb. 11, 1858	384,000 pounds Edam cheese	$0 18 per pound	Boston and New York.
Matthew Bartlett	April 30, 1858	Flour	5 48 per barrel	Boston.
Stephen T. Brown	April 26, 1858	Flour	4 97½ do	New York.
		Flour	5 47½ do	Norfolk.
		Biscuit, in tight barrels	3 97½ per 100 pounds	Boston.
Mathew Bartlett	May 4, 1858	Biscuit, in flour barrels	3 42½ do	Do.
Ephraim Treadwell & Son	April 23, 1858	Biscuit, in tight barrels	3 85 do	New York.
		Biscuit, in flour barrels	3 35 do	Do.
Gurdon K. Tyler	April 24, 1858	Biscuit, in tight barrels	3 95 do	Norfolk.
		Biscuit, in flour barrels	3 85 do	Do.
David Cooper	April 26, 1858	Whiskey	39 $\frac{99}{100}$ per gallon	Boston and Norfolk.
		Whiskey	30 $\frac{99}{100}$ do	New York.
William Lang	April 29, 1858	Sugar	8 40 per 100 pounds	Boston and New York.
		Sugar	8 95 do	Norfolk.
Joseph McKee	April 23, 1858	Tea	39 $\frac{4}{10}$ per pound	Boston.
		Tea	38 $\frac{7}{10}$ do	New York.
		Tea	40 $\frac{7}{10}$ do	Norfolk.
		Coffee	11 $\frac{7}{10}$ do	New York.
William Lang	April 29, 1858	Rice	4 30 per 100 pounds	Boston.
		Rice	4 42 do	New York.
		Rice	4 60 do	Norfolk.
Mullett & Bradbury	——do——	Molasses	36 $\frac{99}{100}$ per gallon	Boston.
Henry Newton	May 1, 1858	Molasses	38 do	New York.
Isaac C. Noe	——do——	Molasses	39½ do	Norfolk.
William Lang	April 29, 1858	Beans	1 69 per bushel	Boston.
		Beans	1 64½ do	New York.
John A. Higgins	April 24, 1858	Beans	1 90 do	Norfolk.
Volk & Liedhof	April 28, 1858	Vinegar	13½ per gallon	Boston.
		Vinegar	15 do	Norfolk.

Wells & Provost	ditto		Vinegar	14½	do	New York.
John S. Higgins	April	24, 1858	Dried apples	8	per pound	Boston.
Daniel S. Cherry	April	27, 1858	Dried apples	7¼	do	New York.
			Dried apples	6½	do	Norfolk.
William K. Lewis & Bro.	April	30, 1858	Pickles	4½	do	Boston, New York, and Norfolk.
William Mathews	May	25, 1858	Mustard seed	11⅞	do	New York.
			Pepper	11¼	do.	
			Bottles	1 80	per gross.	
			Corks	15	do.	
	May	22, 1858	Small stores, viz:			
			Boxes, shaving	27	each	Boston, New York, and Norfolk.
			Brushes, shaving	3	do.	
			Brushes, scrub	20	do.	
			Brushes, shoe	20	do.	
			Brushes, clothes	12	do.	
			Buttons, navy, vest	1 90	per gross.	
			Buttons, navy, medium	3 30	do.	
			Buttons, navy, coat	3 30	do.	
			Buttons, deadeye	10	do.	
			Blacking, boxes of	50	per dozen.	
			Beeswax	30	per pound.	
			Combs, coarse	2 50	per dozen.	
			Combs, fine	1 80	do.	
			Cotton, spools of	45	do.	
			Grass, for hats	2 25	per 100 hands.	
			Handkerchiefs, cotton	11	each.	
			Jack-knives	28	do.	
			Needles	70	per 1,000.	
			Razors	30	each.	
			Razor strops	15	do.	
			Ribbon, hat	63	per piece.	
			Soap, shaving	12	per dozen.	
			Silk, sewing	4 25	per pound.	
			Scissors	15	each.	
			Spoons	8	do.	
			Thread, black and white	90	per pound.	
			Tape, linen	30	per dozen.	
			Tape, cotton	20	do.	
			Thimbles	1	each.	

STATEMENT—Continued.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Joseph Holmes	June 18, 1858	Fresh beef	$0 10½ per pound	Portsmouth, N. H.
		Vegetables	2 do.	
Chapin & Sawyer	June 3, 1858	Fresh beef	7¼ do	Boston, Mass.
		Vegetables	1 4/10 do.	
Robert Boutcher	June 4, 1858	Fresh beef	5 72/100 do	New York.
		Vegetables	1 47/100 do.	
G. & A Schiedt	June 10, 1858	Fresh beef	5 91/100 do	Philadelphia, Pa.
		Vegetables	2½ do.	
George W. Pappeer	June 17, 1858	Fresh beef	11 do	Baltimore, Md.
		Vegetables	3 do.	
Charles Homiller	June 5, 1858	Fresh beef	10 do	Washington, D. C.
		Vegetables	5 do.	
William Ward	June 2, 1858	Fresh beef	12½ do	Norfolk, Va.
		Vegetables	3¾ do.	
Henry Pattison	June 8, 1858	Fresh beef	9½ & 9 do	Warrington, Fla.
		Vegetables	2 do.	
William L. Brackett	May 18, 1858	Fresh beef	11 do	Mare Island, Cal.
		Vegetables	3½ do.	
Charles L. Jones & Co	June 2, 1858	Candles	27 do	Boston, New York, and Norfolk.
J J. Elliott & Co	June 7, 1858	Salt water soap	4½ do	Do. do.
Thomas Conlin	June —, 1858	Flour	7 00 per barrel	Warrington, Fla.
		Biscuit	5 00 per 100 pounds.	
Gilbert Davis	July 8, 1858	Cheese	14 per pound	New York.
CHARTER PARTIES.				
Brig Model	Dec. 5, 1857	Freight of stores	49½ per barrel	To Warrington, Fla.
Barque Kate Hastings	Dec. 30, 1857	——do	1 77 do	To Hong Kong, China.
Ship Victory	June 19, 1858	——do	4 00 do	To Valparaiso, Chili.
Barque George Thomas	June 23, 1858	——do	70 do	To Key West, Fla.
Brig Suwannee	July 1, 1858	——do	1 24 do	To Porto Praya, Cape de Verde.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

No. 6.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 26, 1858.

SIR: I have the honor to submit the following synopsis of the annual report of the Bureau of Medicine and Surgery:

1. Fiscal condition of the medical department of the navy.

2. Remarks upon the mortality on board the vessels-of-war on the various stations, and tabular statements deduced from the quarterly reports of sick from stations within the United States, for the year ending September 30, 1858; and from vessels in commission for sea service for the year ending December 31, 1857. Also, an exhibit of the principal forms of disease that prevailed on the different foreign stations for the year 1857.

3. Notice of the present condition of the hospital fund, and an exhibit of the receipts into and payments from this fund for the fiscal year ending June 30, 1858.

4. Observations on the naval laboratory, with a statement of its receipts and issues for the year ending June 30, 1858.

5. Report of the number and condition of the insane of the navy in the government hospital for the insane, near Washington.

6. Estimates in detail for the support of the Bureau of Medicine and Surgery, (A,) and of the medical service, hospitals excepted, (B,) for the year ending June 30, 1860.

7. Observations and statements exhibiting the urgent necessity for an increase in the number of medical officers of the navy.

W. WHELAN.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 26, 1858.

SIR: In compliance with your instructions of August 20 I have the honor to submit herewith estimates of the sums required for the support of this bureau and of the medical department of the navy, with the exception of hospitals, for the year ending June 30, 1860.

The fiscal condition of the medical department is exhibited as follows:

Balance of former appropriations remaining in the treasury July 1, 1858	$7,810 41
Appropriation for surgeons' necessaries and appliances, per act of Congress approved June 12, 1858	32,150 00
Amount of hospital fund in treasury October 1, 1858	47,964 46
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1860, (schedule A)	9,990 00
Amount required for the support of the medical department of the navy on shipboard and at all naval stations, with the exception of hospitals, for the year ending June 30, 1860, (schedule B)	35,600 00

The estimates are based upon the arrangement and distribution of the naval forces for the year, prepared by the Bureau of Construction, Equipment, and Repair. The excess of $3,450 over the estimates for the present year is owing to the introduction of ten steamers of small size in lieu of one sailing frigate; in other respects they are similar in amounts to the expenditures of the past two years.

The business of the department is conducted with the strictest economy, and it is believed that the present estimates will not admit of any reduction.

I subjoin "tabular statements of sick," compiled from "reports of sick," from naval stations within the United States, for the year ending September 30, 1858; and from the different squadrons in commission on home and foreign service, for the year ending December 31, 1857. The latter are somewhat incomplete, owing to the remoteness of some of the stations, and the consequent difficulty of communication; still, they are sufficient to denote the ratio of sickness and mortality on board our public vessels, as well as the peculiar diseases to which seamen are exposed.

Hospitals.	Remaining sick, Sept. 30, 1857.	Admitted.	Total treated in year ending Sept. 30, 1858.	Died.	Per centage of deaths in number of cases.	Remaining sick, Sept. 30, 1858.
Chelsea	11	183	194	8	4. 12	11
New York	31	277	308	14	4. 54	35
Philadelphia	15	113	128	17	13. 28	9
Norfolk	17	293	310	11	3. 54	21
Pensacola	6	67	73	1	1. 49	13
Total, hospitals	80	933	1,013	51	5. 03	90
Navy yards, receiving ships, Naval Academy, and Observatory	60	3,163	3,223	13	0. 40	62
Total, shore stations	140	4,096	4,236	64	1. 51	152

Squadrons.	Vessels.	Persons.	Remaining sick December 31, 1856.	Admitted 1857.	Total treated 1857.	Died.	Proportion of cases to whole number of persons.	Per centage of deaths in number of cases treated.	Remaining sick December 31, 1857.
Home	3	886	41	1,537	1,578	4	1. 78	. 25	58
Pacific	3	632	28	1,030	1,058	3	1. 67	. 28	21
Mediterranean	3	1,100	35	1,131	1,166	6	1. 06	. 51	43
Brazil	2	648	19	869	888	6	1. 37	. 67	15
Africa	3	680	18	904	922	5	1. 35	. 54	36
East India	3	582	59	1,628	1,687	25	2. 90	1. 48	47
Total squadrons.	17	4,528	200	7,099	7,299	49	1. 61	. 67	218

Summary of the prevalent forms of disease in squadrons on foreign and home service in 1857.

Diseases.	Mediterranean, 900 men.	Pacific, 680 men.	Africa, 680 men.	East India, 650 men.	Brazil, 650 men.	Home squadron, 890 men.
Febrile diseases	107	124	65	164	102	306
Diseases of digestive system	148	174	256	772	149	166
respiratory system	232	118	137	105	157	209
circulatory system	8	7	7	9	2	6
brain and nervous system	30	26	23	40	31	49
cutaneous system	111	131	116	62	88	268
fibrous and osseous system	93	74	108	132	84	130
genito-urinary system	144	106	66	168	91	110
eye and ear	22	22	22	48	23	33
Wounds and injuries	88	169	89	107	129	249

The statistics exhibit a very satisfactory state of health on board vessels in active service, attesting, alike, a general attention to hygienic principles, and the care and vigilance of medical officers.

At the close of the year 1856, there remained under treatment 439 cases; during the year 1857, as far as our returns enable us to state, there occurred 14,327 cases of disease, injury, &c., making an aggregate of 14,766 cases treated during the year. Of this number 1r3 died, 14,139 were returned to duty or discharged the service, leaving 504 cases under treatment at the end of the year.

The average strength of the navy, including officers, seamen, marines, engineers, &c., for the year 1857 was as nearly as can be ascertained, about 10,163.

The ratio of cases treated to the whole number of persons in service, was about 141 per cent., or each person was on the sick list $1\frac{4}{10}\frac{1}{0}$ time during the year. The proportion of deaths to the whole number in service was 1.21 per cent., and the proportion of deaths to the whole number of cases treated was .83 per cent., or one death in 120 cases.

The only occurrence of special interest, requiring notice in this report, was the prevalence of yellow fever on board the United States steamer Susquehanna, while at anchor in the harbor of San Juan del Norte, Central America, in March last. She had reached that station in December preceding, from the Mediterranean, with her officers and crew in a perfectly healthy condition, and although there was no evidence that the disease existed on shore, its out-break on board the steamer was so sudden and so violent, that before she could reach Jamaica, only a few days steaming distant, the ship was quite disabled. One hundred and six cases occurred on board between the

latter part of March and the 15th of April, among a crew of 300 persons, of these 17 died on board, 85 were sent to the Royal Naval Hospital at Jamaica, where they received every possible care and attention. Twenty-three deaths occurred among those sent to the hospital; the others were returned to the United States on recovery.

The Susquehanna reached the quarantine station, New York, April 15th, with 50 cases of fever on board, and was immediately put out of commission and abandoned by the remaining crew. When the process of breaking out and cleansing the vessel was commenced, sometime subsequently (in the month of June) occasional cases of fever of the same type, occurred among the men employed in the work: the last case as recently as the 6th of September. Six cases have occurred on board since the ship has been at quarantine, three of which proved fatal. These facts are conclusive to many minds, that the cause of this terrible disease existed in the vessel, and that it was not directly contracted in the port of San Juan, though the continued high temperature and drenching rains that prevailed at the time may have stimulated internal causes into such fearful activity. At the time the fever broke out on board, the Susquehanna was to all appearance in the best condition as respects cleanliness and order. The cause of the disease was doubtless to be found in those parts of the ship most difficult of access, where grease, oil, &c., from the engines and other deposits from leakage, &c., were likely to accumulate, and which are not to be reached in the ordinary mode of cleansing cruising vessels.

It seems to be an admitted fact that steamers are less healthy than sailing vessels, owing perhaps to the different kind of material received and used on board, and the greater liability of animal matter to decomposition by the high temperature maintained in the lower part of the vessel by the furnaces.

During the period embraced in the tables, it affords me great satisfaction to refer to the highly favorable sanitary condition of our cruising vessels, and I call attention as an act of justice to the medical officers, to the very small ratio of mortality in the naval service where from the very nature of the vocation there is such constant exposure to circumstances militating against health and life.

The vessels composing the African squadron present the usual immunity from serious illness and death, with the exception of the "Dale," where fever prevailed to a considerable extent in the early part of this year. A resort to the islands, with other measures restored health to the ship's company, without the loss of a single by fever though sixty-one cases are reported.

The "Cumberland," the flag-ship of the station, with a complement of 350 persons, has had but one death in nine months' service.

The "St. Louis," with a complement of 185 perosns, has had two deaths during the year 1857.

The "Dale," with a complement of 145, has had one death in nine months.

Indeed, vessels like the Constitution frigate, and Jamestown

class sloop, have performed the entire African cruise without the loss of a man by disease.

It is not to be inferred from such statements that the African station is considered salubrious, for it is quite the reverse. Our fortunate escape from the diseases and mortality common to that region is due, in a great measure, to the wholesome sanitary regulations in force in the squadron and the vigilance and skill of the medical officers. It is mainly by these means we are able to preserve such a state of health amid causes well calculated to break down the strongest constitutions. The short term of the cruise is doubtless a powerful safeguard against the effects of a climate proverbially unfavorable to health and life.

The home squadron, though much and continuously occupied on the coast of Central America, presents equally happy results.

The "Cyane," with a crew of 185 persons, did not lose a man in the year 1857; and, indeed, not a death is reported on board during the cruise on this station between May, 1855, and the close of the year 1857.

The "Saratoga," of the same complement, employed continuously on this station between September, 1855, and January, 1858, reports but two deaths.

The "Wabash," flag-ship, with a complement of 560 men, lost but two of her crew, though she was on the coast of New Granada, Central America, most of the year 1857.

In the Mediterranean squadron the "Congress," flag-ship, with a crew of 480, lost six by death in 1857. The "Constellation," of 300, and the "Susquehanna," of 320, had no death in 1857.

In the Brazil squadron the "St. Lawrence," flag-ship, of 460 men, lost three of her crew, and the "Falmouth," of 180, lost two during 1857, while the vessels were much exposed to yellow fever, which prevailed at Rio and also at Monte Video, where this disease had been previously almost unknown.

The "Portsmouth" and "Levant," sloops of the same complement, about 180, employed throughout 1857 on the East India station; the former had two deaths and the latter sixteen during an epidemic of small pox and dysentery.

In the Pacific the "John Adams," with one hundred and forty-five men, had but one death in 1857, and the "Decatur," of one hundred and thirty, none.

HOSPITAL FUND.

Hospitals of the navy derive their means of support from a fund created by a monthly deduction of twenty cents from the pay of the officers and men of the navy, and by the transfer of the value of rations stopped on account of sick while under treatment in these establishments.

The beneficiaries of the Naval Asylum, who have heretofore derived their maintenance from this fund to its constant impoverishment, have been recently provided for by appropriations by Congress.

The fund, thus relieved from a heavy tax of supplying them with some rather extraneous allowances in the shape of pocket money, tobacco, &c., will hereafter be ample for the more legitimate purposes of taking care of sick in hospitals.

The fund will also be recuperated by the value of the ten acres of land purchased out of its means, but appropriated for a marine hospital at Chelsea, Massachusetts; Congress, at its late session, having authorized the payment of its value to the hospital fund when it shall be ascertained, in such way as the Secretaries of the Treasury and Navy may adopt.

The hospitals of the navy are well organized and efficiently and economically administered. They are ample in their accommodations and appointments for the wants of the navy for many years to come.

It is certainly no small solace to the sailor, when broken down in the service of his country by age, sickness, or casualty, that such places of refuge and treatment await him as the navy provides in its asylum and hospitals.

The average cost per week of hospital patients for the year ending September 30, 1858, has been $2 65, under all the heads coming within the cognizance of this bureau.

The condition of the hospital fund is exhibited as follows:

Amount in treasury July 1, 1857		$70,715 11
Drawn by Bureau of Medicine and Surgery during the year ending June 30, 1858, on account of expense of hospitals and for purchases for the laboratory	$32,520 00	
Drawn by Bureau of Yards and Docks for Naval Asylum, and by transfers made by Fourth Auditor	28,744 32	
		61,264 32
Balance		9,450 79

Credits.

By deductions and credits made by Fourth Auditor	$18,885 70
Laboratory supplies to vessels and stations	13,561 45
Value of stopped rations of sick sent to hospitals on shore during 1857	6,517 27
Pensions of inmates of Naval Asylum reverting to the fund during the year ending June 30, 1858	307 08
Balance as above	9,450 79
Amount remaining in treasury July 1, 1858	48,722 29

Naval laboratory.

This establishment continues to meet all the purposes for which it was organized, as well as to afford the usual facilities to other departments of the navy, in the way of analyses and other critical examina-

tions of articles offered under contract, whose composition and quality cannot be ascertained by mere physical inspection.

The recent meeting of the American Pharmaceutical Association in this city developed the fact, that the act of Congress establishing the inspection of drugs, &c., imported into our commercial marts, does not in any material degree affect the home adulteration of medicines; but the preparation at the laboratory of nearly every article comprised in our "Allowance Table" exempts us from the uncertainties to which the medical profession generally is liable, and insures to the navy medicines of unform purity and strength, which are distributed to home and foreign stations at prices but little beyond the cost of manufacture.

Amount of purchases for the laboratory for the year ending June 30, 1858	$14,054 86
Value of issues for the same period	15,316 20
Stock on hand, machinery, appliances, &c.	21,740 24

Insane of the navy.

At the date of my last report there were one officer and eleven seamen and marines in the government hospital for the insane near this city. During the year ending September 30, 1858, there have been one death, one desertion, and one admission; leaving one officer and ten men under treatment.

It is unnecessary to allude to the merits of this institution, or to its manifold advantages for the safe custody and judicious treatment of the unfortunate class of patients, for the relief of which the Congress of the United States have made such munificent provision. This asylum contains every modern improvement in this particular department of medicine, and may justly challenge a favorable comparison with similar institutions in this or any other country.

Medical corps of the navy.

According to the schedule of the naval force to be employed during the year, prepared by the Bureau of Construction, Equipment, and Repair, embracing the increase of steam vessels authorized by the last Congress, thirty-nine surgeons and seventy passed and other assistant surgeons will be required for sea service. Medical officers are also employed at the various hospitals, navy yards, receiving ships, and rendezvous, to the number of twenty-six surgeons and seventeen passed and other assistant surgeons; making a total of sixty-five surgeons and eighty-seven assistant surgeons to meet these demands.

Now to supply these posts, we have sixty-nine surgeons and eighty passed and other assistants, the limit of the medical corps as fixed by act of Congress of August, 1842. Of these grades, at least ten surgeons, if not more, and an equal number of assistants are unfit for duty by reason of age, sickness, or infirmity; it must hence be ap-

parent that the present strength of the medical corps is wholly inadequate to the current demands upon it.

And, while age and the vicissitudes of naval life are making annual inroads upon our very restricted corps, the navy has undergone a very material increase; for, within a brief period of time, twenty steam vessels have been added to the force, and the number of seamen, marines, engineers, &c., largely augmented.

At this moment there are but very few medical officers unemployed beyond those who are unfit for duty and those who have just returned from foreign service, while sundry shore stations are without their usual complement, because of the greater demand for their services afloat.

The necessity for an increase of medical officers has been brought to the notice of the department for several years past, but it has become so much more urgent of late that I am compelled by a sense of duty to solicit again a favorable consideration by the honorable secretary of a measure which justice to the medical corps and the true interests of the navy alike combine to recommend.

It is to be borne in mind, too, that the law "to promote the efficiency of the navy" was not applied to the medical corps; hence, there still appear on the register the names of many who have not performed any duty for years, and who never will be able, by participation, to lighten the labors of those upon whom so much is devolved.

I believe the sentiment of the navy is almost unanimous in regard to the present inadequacy of the medical corps, and the indispensableness of an increase of its number.

It is a curious fact that this branch of the service should have remained nearly stationary, while the various other grades have been largely augmented from time to time as circumstances required.

A comparison between the navy of to-day and at the close of the year 1815 will exhibit the present disproportionate relation between the medical and other officers.

	1815.	1858.	Increase.
Captains	23	76	44
Commanders	18	106	88
Lieutenants	140	319	179
Surgeons	48	69	21
Assistant surgeons	72	80	8

These figures show that while other corps have been largely increased, the medical department has undergone but an inconsiderable numerical change in the last forty years, while its efficiency is constantly abating by the advanced age and infirmity of its members, and the occasions for their employment increase with the constant expansion of the naval service.

Twenty additional surgeons and the same number of assistants would be no more, in my judgment, than the present and immediate prospective wants of the navy require for the prompt performance of current duties, and to afford the customary indulgence granted to all officers at the expiration of foreign service.

No contracts have been made by this bureau during the year.

W. WHELAN.

A.—*Estimate of appropriations, under the cognizance of the Bureau of Medicine and Surgery, for the support of said bureau, required for the service of the fiscal year ending June 30, 1860.*

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
Salaries.				
Salary of the chief of the bureau, per act of Congress approved March 3, 1855, Statutes at Large, 2d session 33d Congress, page 675	$3,500 00			
Salary of one clerk of the 4th class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211	1,800 00			
Salaries of two clerks of the 2d class, at $1,400 each, per acts of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211, April 22, 1854, Statutes at Large, 1st session 33d Congress, page 276, and August 4, 1854, Statutes at Large, 1st session 33d Congress, page 572	2,800 00			
Salary of messenger, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145	840 00			
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145	600 00			
		$9,540 00		
Contingent expenses.				
Blank books, stationery, and miscellaneous items		450 00		
Total required for support of bureau		9,990 00		$9,990 00

W. WHELAN.

B.

Estimate of appropriations, under the cognizance of the Bureau of Medicine and Surgery, required for the service of the fiscal year ending June 30, 1860.

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
"Surgeons' necessaries and appliances."				
For the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, and Coast Survey, as follows:				
Sailing vessels—31.				
Two frigates, at $1,100 each	$2,200 00			
Four razee sloops, 1st and 2d class, at $700	2,800 00			
Seventeen sloops, 1st, 2d, and 3d class, at $600	10,200 00			
Three brigs, at $250	750 00			
Five store-ships, at $200	1,000 00			
		$16,950 00		
Steam vessels—22.				
Four screw steamers, 1st class, at $1,100	4,400 00			
Four screw steamers, 2d class, at $600	2,400 00			
Six screw steamers, 3d class, at $400	2,400 00			
Four side wheel steamers, 1st and 2d class, at $600	2,400 00			
Four side wheel steamers, 3d class, at $300	1,200 00			
		12,800 00		

Receiving ships—5.				
Three ships-of-the-line, at $500	1,500 00			
Two sloops, at $150	300 00			
		1,800 00		
Navy yards—8.				
Portsmouth, New Hampshire	150 00			
Boston, Massachusetts	150 00			
New York, New York	150 00			
Philadelphia, Pennsylvania	150 00			
Washington, District of Columbia, and marine barracks	1,200 00			
Norfolk, Virginia	200 00			
Pensacola, Florida	200 00			
Mare Island, California	150 00			
		2,350 00		
Naval stations—2.				
Naval Academy, Annapolis, Maryland	400 00			
Observatory and general relief of officers	400 00			
		800 00		
Coast Survey.				
Twelve steam and sailing vessels, at $75 each		900 00		
Total required		35,600 00		32,150 00

NOTE.—The increase of the present estimate over that of last year, amounting to $3,450, is due to the distribution of the force among a larger number of vessels.

W. WHELAN.

No. 7.] HEADQUARTERS OF THE MARINE CORPS,
Washington, November 20, 1858.

SIR: The usual tour of inspection to the several stations of the marine corps has been made during the present year.

In the early part of May I inspected at Pensacola. The new barracks were rapidly progressing toward completion. The contract has apparently been faithfully executed and the several buildings are substantial and commodious. At this time I conclude that the troops are quartered in them, affording ample space for their better drill, while they will greatly conduce to their improvement in health and comfort.

At Portsmouth, N. H., the barracks require nothing but the ordinary repairs which time renders necessary. At New York the foundation of the new barracks is begun, and I hope that the appropriation will suffice for their completion within the estimates of the architect and that they will be finished in the course of the ensuing year.

At Boston, Philadelphia, and Norfolk, comfortable and healthy barracks with sufficient space for drill are quite as necessary for the troops as at Pensacola and New York, and I trust that provision will be made for their erection as soon as the public convenience will admit of it.

At headquarters particularly, and at the several shore stations recruits continue to be drilled and soldiers prepared for active service at home and abroad, and every practicable facility should be afforded to instruct them in all the duties of their profession.

In the army, exclusive of the usual quarters at each post and fort, there are large barracks for drill at Carlisle, Pennsylvania, at Fortress Monroe, Bedloe's Island, New York, at Newport, Kentucky, and at Jefferson barracks, Missouri. The same drill should be imparted to every soldier, whether of the army or of the marine corps; the marines having more than once taken the field with the army as in Florida and Mexico.

The necessity of this drill and its utility may be practically illustrated during the course of the present expedition to Paraguay. It may also show the propriety of having established at headquarters a school for drill both in the use of the musket and of light and heavy artillery, which latter practice with the sanction of the department went into operation about a year ago. The guard of nearly all the vessels that have sailed on this expedition are composed of soldiers who received their drill here, and who were as carefully and closely exercised as their stay would admit of. The marines for the remaining ships will not have the advantage of this drill and will be almost all recruits, but even they by being properly distributed among drilled soldiers may soon acquire the steadiness of their immediate associates in the ranks on the right and left.

The whole force of the corps on this expedition, exclusive of that on board of the squadron at Buenos Ayres, will not exceed three hundred rank and file and the officer commanding it is but a first lieutenant with the brevet rank of captain, with but one other first lieutenant with him and some five or six second lieutenants. Should there be occasion for service on shore and a casualty happen to the brevet captain, there remains but one first lieutenant to take his place, and should *he* be placed *hors de combat* the command of a battalion would devolve on a young second lieutenant.

At this moment I have to detail an officer for foreign service who returned but eight months ago from a long cruise and has been on shore duty but a few months. I think Congress cannot refuse an addition of 7 captains and 10 first and 10 second lieutenants, as the corps has now in it 1368 privates, exclusive of the 200 recently allowed by order of the President of the United States under the act of March 3, 1849, and without which additional number the Paraguay expedition would have had no marines to accompany it unless two thirds if not all the shore stations had been broken up.

In addition to this increase of officers for the present wants of the corps I must earnestly recommend to the department a large increase on the present rank and file of the corps, in order to meet the indispensable requirements of the service ashore and afloat. The guard in all our national vessels are smaller than those of foreign powers, and smaller than an enlightened sense of our public interest requires. A thousand additional privates with the requisite number of non-commissioned officers would not be a man too many. In this view I am entirely supported by the great mass of the intelligence and respectability of the officers of the navy. This increased force would call for a corresponding increase of officers in order to put the corps in this respect on a par with other military organizations.

I cannot close this report without again calling the attention of the department to the urgent necessity of having a standard of education for officers of the corps. This is called for alike by a sense of justice to the service and to the country. A private before entering its ranks has at least to undergo a surgical examination. But as to officers there is not even a guarantee against physical disqualification. This should not be the case. A remedy could be found by commissioning the officers from the cadets at West Point, a certain number of whom could be appointed with the especial view of entering the corps. This experiment was once tried and would have succeeded beyond question had it been continued. If this suggestion should not be carried out a preliminary examination might at least be instituted and required in order to test the mental and physical fitness of candidates for this branch of the public service. On this head reference is respectfully made to any British navy list in order to show the qualifications which are deemed necessary to be possessed by a candidate for admission into the corps of royal marines. Unless one or other of these courses be adopted it is impossible to conceive how, in this advancing age, we can successfully keep pace with our brethren in arms at home and abroad.

The department will excuse, I trust, this oft repeated recommendation in the interest which I feel in the well being of the corps which for so many years I have had the honor to command.

The general return of the corps in triplicate and schedules of bids and schedules of contracts from the quartermaster's department are herewith transmitted.

With high respect, I am your obedient servant,

ARCH. HENDERSON,
Brevet Brig. Gen. commanding.

Hon. ISAAC TOUCEY, *Secretary of the Navy.*

General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, on the 31st day of October, 1858.

Stations, &c.	Bvt. brig. gen. commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	1st lieutenants.	2d lieutenants.	Non-commissioned staff.	1st sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Headquarters	1	3	....	....	....	....	....	4	..	....	.....	....	...	....	.....	8	Washington city marine barracks: Bvt. Brigadier General Henderson, the adjutant and inspector, paymaster, and quartermaster.
Marine barracks, Washington	....	....	....	1	....	2	1	..	1	7	5	29	3	....	69	118	12 privates returned here are boys learning music; Lieut. Greene, instructor of artillery, Lieut. James H. Jones on leave, sick.
Guard at the navy yard, D. C.	....	....	....	....	....	1	....	....	1	2	2	...	1	1	22	30	
Brooklyn, New York	.	....	1	....	1	....	2	....	1	6	7	....	3	2	112	135	1 fifer returned here is acting bugler.
Charlestown, Massachusetts	....	....	....	1	....	....	1	....	1	5	1	....	1	1	62	73	
Gosport, Virginia	....	....	....	1	1	1	....	....	1	7	5	....	2	1	58	77	2 sergeants, 3 corporals, 1 drummer, 1 fifer, 30 privates, returned here, are intended for the sloop Preble.
Philadelphia, Pennsylvania	....	...	....	1	..	2	1	....	1	5	3	....	1	1	43	58	2 sergeants, 1 private, on detached duty.
Portsmouth, New Hampshire	....	....	....	....	1	...	....	....	1	2	3	....	1	....	28	36	
Warrington, Florida	....	....	....	....	1	....	....	..	1	3	5	...	1	1	45	57	
Asst quartermaster's office, Philadelphia	...	1	....	....	....	....	....	....	....	....	.....	....	....	....	.....	1	
Receiving ship Pennsylvania	..	....	....	....	....	1	....	..	1	1	3	....	1	....	18	25	
Receiving ship Ohio	..	....	....	....	....	1	....	....	1		4	....	....	....	22	28	
Receiving ship North Carolina	....	....	....	....	....	1	....	....	1	2	2	....	1	1	23	31	
Receiving ship Alleghany	....	....	....	....	....	....	....	....	1	....	1	....	....	....	10	12	
Receiving ship Princeton	....	...	.	....	..	....	..	....	1	....	2	....	..	....	15	18	
Steamer Merrimac	....	....	....	....	1	....	1	....	1	2	4	..	1	1	49	60	July 31, 1858.
Steamer Wabash	....	....	....	....	1	1	....	....	1	2	4	....	1	1	50	61	June 30, 1858.
Steamer Minnesota	....	....	....	....	1	....	1	....	1	2	4	....	1	1	49	60	March 31, 1858.
Steamer Roanoke	..	....	....	....	1	....	1	....	1	2	4	....	1	1	50	61	September 30, 1858.
Steamer Niagara	....	....	....	....	....	....	1	....	1	2	4	....	1	1	40	50	Joined from Brooklyn, New York, September 11, 1858.
Steamer Sabine	....	....	....	....	.	2	1	....	1	4	8	....	1	1	91	109	October 16, 1858.
Steamer Despatch	....	....	....	....	..	....	....	....	..	....	1	....	....	....	10	11	August 31, 1858.
Steamer Mississippi	....	....	....	....	1	....	....	....	1	2	4	....	1	1	36	46	March 31, 1858.
Steamer Powhatan	....	....	....	....	1	....	....	....	1	2	3	....	1	1	35	44	April 30, 1858; subsequently 1 corporal, 1 private, transferred to steamer San Jacinto.
Steamer Saranac	..	....	....	....	....	1	....	....	1	1	3	....	1	1	27	35	August 31, 1858.
Steamer Michigan	....	....	....	....	..	..	..	..	1	..	3	....	....	....	10	15	October 31, 1858.
Steamer Fulton	...	...	...	...	...	...	...	...	1	...	3	...	...	...	10	13	Joined from marine barracks, Washington, Sept. 17, 1858.

Steamer Water Witch									1		2				10	13	Joined from marine barracks, Washington, Sept 20, 1858.
Steamer Harriet Lane									1		2				10	13	Joined from Brooklyn, New York, September 29, 1858.
Steamer Westernport							1		1		2				10	14	Joined from Brooklyn, New York, October 28, 1858.
Steamer Southern Star									1		2				10	13	Joined from Gosport, Virginia, October 27, 1858.
Frigate St. Lawrence					1		1		1	2	4		1	1	40	51	September 30, 1858.
Sloop Savannah						1			1	1	3		1	1	35	43	September 30, 1858.
Sloop Cumberland						1			1	1	3		1	1	35	43	July 31, 1858.
Sloop Macedonian									1	2	2		1	1	36	43	June 30, 1858.
Sloop Plymouth									1		2		1	1	20	25	April 30, 1858.
Sloop St. Mary's						1			1	1	2		1	1	19	26	September 26, 1858.
Sloop Jamestown						1			1	1	2		1	1	21	28	August 31, 1858; subsequently 1 private transferred to and 8 privates joined from Portsmouth, N. H.
Sloop Germantown						1			1	1	2		1	1	20	27	March 31, 1858.
Sloop Saratoga							1		1		2		1	1	20	26	October 31, 1858.
Sloop Vincennes							1		1		2		1	1	19	25	July 31, 1858.
Sloop Falmouth							1		1		2		1	1	20	26	July 31, 1858.
Sloop Vandalia							1		1		2		1	1	19	25	June 30, 1858.
Sloop Cyane							1		1		2		1	1	20	26	Joined from Gosport, Virginia, 21st August last.
Sloop Decatur									1		2		1	1	19	24	July 31, 1858.
Sloop Marion									1		2		1	1	20	25	August 31, 1858.
Sloop Dale									1		3		1	1	18	24	July 31, 1858; subsequently 1 private joined at Boston, Massachusetts, sick.
Sloop Preble																	2 sergeants, 3 corporals, 1 drummer, 1 fifer, 30 privates, intended for this ship, is returned at the Gosport, Virginia, station.
Brig Bainbridge											1				9	10	Joined from Gosport, Virginia, 28th April last.
Brig Perry											1				9	10	April 30, 1858.
Brig Dolphin											1				9	10	Joined from receiving ship Ohio, October 11, 1858.
Philadelphia rendezvous						1										1	
On special service													1	1		2	Naval School, Annapolis, Maryland.
Absent, sick					1											1	Captain Benjamin E. Brooke.
On leave					2											2	Captains Macomber and Brevoort.
On duty with the army in Utah							1									1	Lieut. Robert L. Browning, from 15th April last.
Under orders							1									1	Lieut. Ingraham to sloop Preble, at Gosport, Virginia.
Insane Asylum, Washington county, D. C.															1	1	Private Timothy Murphy.
Commissioned in the corps							1									1	J. Howard Rathbone, 2d lieutenant.
Total	1	4	1	4	13	20	20	4	44	68	134	29	41	34	1,435	1,852	

Lieutenant John O. Payne dismissed the service October 25, 1858, by sentence of marine general court-martial.

H. B. TYLER, *Adjutant and Inspector.*

HEADQUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, November* 18, 1858.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 8. 1858.

SIR: I enclose to the department triplicate estimates from the Quartermaster's Department for the year ending July 1, 1860.

I also enclose an explanatory letter from the Quartermaster.

I remain, most respectfully, yours,

ARCH'D HENDERSON,
Brevet Brigadier General, commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 7, 1858.

SIR: I have the honor to transmit herewith triplicate estimates for the support of the quartermaster's department, marine corps, from July 1, 1859, to June 30, 1860.

These estimates vary from those of last year, under the following heads, viz:

Provisions are increased $7,446, to ration the supposed number of men that will be on shore of the increase authorized by the President of the United States on the 8th of September, 1858, per act of March 3, 1849.

Clothing is increased $7,344, to meet expenses of increase of 232 men. There is also introduced, under this head, the sum of $40,000, to refund this appropriation for overpayments made in former years.

Fuel is increased $1,585 50, to meet expenses of increase of the corps.

Military stores varies from last year, as follows: $16,000, asked for last year to purchase arms, is omitted, and the regular item of military stores increased $3,000, to meet expenses of ordnance stores procured from the navy for guards of vessels, &c., and which the appropriation for the marine corps is charged with.

Transportation, &c., is increased $2,000, to meet the expense of the frequent transfer of guards for ships-of-war.

I am, sir, very respectfully, your obedient servant,

D. J. SUTHERLAND,
Quartermaster, U. S. M. C.

General A. HENDERSON,
Commandant Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the marine corps for one year from the 1st of July, 1859, to the 30th of June, 1860.

There will be required for the quartermaster's department of the marine corps for one year, commencing on the 1st of July, 1859, in addition to the balances then remaining on hand, the sum of two hundred and seventy-four thousand four hundred and fifty-seven dollars and twenty-five cents, viz:	
1. For clothing	$73,856 00
To refund overpayments on account of this appropriation for former years	40,000 00
2. For provisions	71,759 00
3. For fuel	22,342 25
4. For military stores, viz: pay of armorers and repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments	12,000 00
5. Transportation of officers and troops, and for expenses of recruiting	14,000 00
6. For repair of barracks, and rent of offices where there are no public buildings for that purpose	8,000 00
7. Contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judge advocate, per diem for attending courts martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at the hospital, headquarters	32,500 00
Amount required	274,457 25

Respectfully submitted.

D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents per day.	Rations, at twenty cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen	948	33	....	981	1	.....	$71,613 60
Matron and washerwomen at hospital, headquarters	.....	1	1	2	.....	1	146 00
Amount required							71,759 00

CLOTHING.

For whom required.	Enlisted men	Amount.
Non-commissioned officers, musicians, and privates, at $36 per annum	1,896	$68,256 00
700 watch coats, at $8 each	.....	5,600 00
Amount required		73,856 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
Commandant	1	36	4	36	4
Lieutenant colonel	1	29	4	29	4
Majors	4	29	4	118	.....
Staff majors	3	29	4	88	4
Staff captains	1	24	6	24	6
Aid-de-camp	1	16	4	16	4
Captains	12	24	6	297	.....
Lieutenants, 1st and 2d	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants	1,031	1	4	1,546	4
Matron to hospital, headquarters	1	1	4	1	4
Hospital, headquarters	1	33	.....	33	.....
Hospitals at other posts	5	16	4	82	4
Armory at headquarters	1	30	.....	30	.....
Mess rooms for officers	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts	15	7	.....	105	.....
Officers-of-day's rooms	7	3	4	24	4
Guard rooms at barracks and navy yards	9	21	.....	189	.....
Stores for clothing and other supplies	3	5	.....	15	.....
One-fourth additional on 600 cords, the quantity supposed to be required in latitude north of 39 degrees	.....	.....	.....	150	.....
Amount required	.....	.....	.....	3,191	6
Which, at $7 per cord, is	.....	.....	.....	$22,342	25

Estimate of the amount required for the support of thirty-two non-commissioned officers and two hundred privates, authorized to be enlisted in the marine corps under the order of the President of the United States, as per letter of the Hon. Secretary of the Navy dated the 8th day of September, 1858, from 1st October, 1858, to 30th June, 1859.

There is required for the expenses of the quartermaster's department of the marine corps, for the support of the men above named from October 1, 1858, to June 30, 1859, (nine months,) the sum of sixteen thousand nine hundred and nineteen dollars and sixty-four cents, as follows, viz:		
For provisions for 116 men, half the number authorized, and supposed to be on shore, viz: 273 days, at 20 cents each ration per day		$6,333 60
For clothing for 232 men, at $27 per man, for nine months	$6,264	
For 232 watch coats, at $8 each	1,856	
		8,120 00
For fuel for 116 men, half the number authorized, and supposed to be on shore, 145 cords of wood, at $7 per cord		1,015 00
For military stores, (232 sets of accoutrements, at $4 09½ per set)		951 04
For transportation and expenses of recruiting		500 00
Amount required		16,919 64

Respectfully submitted.

D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 7, 1858.

HEADQUARTERS OF THE MARINE CORPS,
Washington, September 30, 1858.

SIR: I transmit herewith estimates in triplicate from the paymaster's department, "for pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps," for the fiscal year ending June 30, 1860.

I am, sir, very respectfully, your obedient servant,

ARCHIBALD HENDERSON,
Brevet Brigadier General, Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS OF THE MARINE CORPS,
Paymaster's Office, September 30, 1958.

SIR: I enclose herewith estimates in triplicate for pay and subsistence of officers, pay of non-commissioned officers, musicians and privates of the United States marine corps for the fiscal year ending June 30, 1860.

The estimates now submitted have been increased by the addition of thirty-three thousand three hundred and fifty-nine dollars and four cents to the amount estimated for the year ending June 30, 1859, as follows:

For pay of 16 sergeants, 16 corporals, and 200 privates, authorized by the President of the United States under the proviso to the naval appropriation act approved March 3, 1849		$32,160 00
For 20 per cent. addition to the pay of the clerks and messengers of the corps at headquarters, authorized by the 2d section of the act approved June 12, 1858	$1,549 56	
Deduct pay of clerk of clothing store at Norfolk, Va., office discontinued	350 52	
		1,199 04
Total increase		$33,359 04

I am, very respectfully, your obedient servant,

WM. W. RUSSELL,
Paymaster Marine Corps.

Brvt. Brig. Gen. ARCHIBALD HENDERSON,
Commandant U. S. Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates, of the United States Marine Corps, and pay for undrawn clothing, from July 1, 1859, to June 30, 1860.

Rank and grade.	Number.	PAY.				SUBSISTENCE.			Aggregate.
		Pay per month.	Number of servants at $11 per month.	Number of servants at $12 per month.	Total.	Number of rations, at 30 cents per ration.	Number of extra or double rations, at 30 cents per ration.	Total.	
Brevet brigadier general commandant	1	$95 00	2	.....	$1,404 00	6	6	$1,314 00	$2,718 00
Lieutenant colonel	1	80 00	2	.....	1,284 00	5	5	1,095 00	2,379 00
Majors	4	70 00	2	.....	4,416 00	4	4	3,504 00	7,920 00
Adjutant and inspector, paymaster and quartermaster	3	80 00	.....	2	3,744 00	4	.....	1,314 00	5,058 00
Assistant quartermaster	1	70 00	.....	1	984 00	4	.....	438 00	1,422 00
Captains commanding posts and at sea	8	70 00	1	.....	7,776 00	4	4	7,008 00	14,784 00
Captains	5	60 00	1	.....	4,260 00	4	.....	2,190 00	6,450 00
First lieutenants commanding guards at sea	7	60 00	1	.....	5,964 00	4	4	6,132 00	12,096 00
First lieutenants	13	50 00	1	.....	9,516 00	4	.....	5,694 00	15,210 00
Second lieutenants	20	45 00	1	.....	13,440 00	4	.....	8,760 00	22,200 00
Sergeant major and quartermaster sergeant	2	24 00	.....	.....	576 00	.....	.....	.....	576 00
Drum major and fife major	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants of posts and first sergeants of guards at sea	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment	56	17 00	.....	.....	11,424 00	.....	.....	.....	11,424 00
Sergeants, second enlistment	36	19 00	.....	.....	8,208 00	.....	.....	.....	8,208 00
Corporals, first enlistment	87	13 00	.....	.....	13,572 00	.....	.....	.....	13,572 00
Corporals, second enlistment	45	15 00	.....	.....	8,100 00	.....	.....	.....	8,100 00
Drummers and fifers, first enlistment	20	12 00	.....	.....	2,880 00	.....	.....	.....	2,880 00
Drummers and fifers, second enlistment	40	14 00	.....	.....	6,720 00	.....	.....	.....	6,720 00
Privates, first enlistment	1,168	11 00	.....	.....	154,176 00	.....	.....	.....	154,176 00
Privates, second enlistment	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00
Clerks to brigadier general commandant, paymaster, adjutant and inspector, quartermaster, and assistant quartermaster	10	.....	.....	.....	10,614 30	.....	.....	.....	10,614 30
Hospital steward and nurse in hospital	2	1 50*	.....	.....	1,095 00	.....	.....	.....	1,095 00
Messenger to brigadier general commandant and staff at headquarters	1	.....	.....	.....	809 50	.....	.....	.....	809 50
Messenger in assistant quartermaster's office, Philadelphia	1	1 00*	.....	.....	365 00	.....	.....	.....	365 00
Additional rations to officers for five years' service	.....	.....	.....	.....	.....	195	.....	21,359 50	21,359 50
Bounty for re-enlistment (non-commissioned officers)	20	.....	.....	.....	1,119 00	.....	.....	.....	1,119 00

Bounty for re-enlistment (musicians and privates)	125	.....	.....	.....	4,125 00	.....	.....	.....	4,125 00
Officers' servants, at $11 50 per month for rations and clothing	72	.....	.....	.....	.....	.....	.....	9,936 00	9,936 00
Undrawn clothing	.....	.....	.....	.....	.....	.....	.....	9,000 00	9,000 00
Additional pay for musicians of the band per act of Aug. 18, 1856	25	4 00	.....	.....	1,200 00	.....	.....	.....	1,200 00
					351,199 80	.....	.....	77,737 50	428,937 30

* Per day.

Respectfully submitted.

WM. W. RUSSELL,
Paymaster United States Marine Corps.

HEADQUARTERS OF THE MARINE CORPS,
Paymaster's Office, September 30, 1858.

The following proposals for supplying rations for the Marine Corps, for the year 1858, *were received under advertisement dated October* 10, 1857.

Bidders.	Residence.	Portsmouth, N. H.	Boston, Mass.	Brooklyn, N. Y.	Philadelphia, Pa.	Washington, D. C.	Norfolk, Va.	Warrington, Fla.	Remarks.
James Nokes	Washington, D. C			$26 00	$25 00	$21 25	$26 00		
N. Hicks Graham	Philadelphia, Pa				15 75				
W. H. Lamberton	Warrington, Fla							$26 26	
D. F. Keeling	Norfolk, Va						24 40		
Z. M. P. King	Washington, D. C					23 00			
E. F. Queen	do					23 00			
John D. Varrell	Portsmouth, N. H	$19 85							
Henry P. Olliver	Philadelphia, Pa	17 00		16 50	16 00	18 00			Sureties not certified.
John D. Varrell	Portsmouth, N. H		$22 85						
A. P. Hoover	Washington, D. C		25 00	24 75	24 50	21 20	25 25		
Martin Collier	Charlestown, Mass		22 50						
Benjamin Carter, jr.	Portsmouth, N. H	20 80							
O. W. Angell	Washington, D. C					22 22			Do.
N. Hicks Graham	Philadelphia, Pa			16 75					
Chester P. Knapp	Pensacola, Fla							22 75	
Henry Pattison	Warrington, Fla							23 00	
Wilson Hart	Norfolk, Va						25 00		Do.
John K Brooks	Warrington, Fla							27 00	
N. W Burchell	Washington, D. C					22 00			
Benjamin Carter, jr.	Portsmouth, N. H		22 22						
H. H. Voss	Washington, D. C			24 00	24 00	22 00	24 00		Do.
Samuel Reckless	Philadelphia, Pa			23 25	23 25				
L. A. Delling & Co	Washington, D. C			24 50	24 50	21 50	24 50		Do.

E. E.

Respectfully submitted.

DANIEL J. SUTHERLAND, *Quartermaster United States Marine Corps.*

HEADQUARTERS MARINE CORPS, *Quartermaster's Office, Washington, November* 1, 1858.

Schedule of bids received for supplies, &c., Quartermaster's Department United States Marine Corps, under advertisement dated October 10, 1857.

Names of bidders.	Residences.	Articles, &c., bid for.													Remarks.
		Uniform caps.	Pompons.	Stocks.	Uniform coats.	Music unif'm coats.	Non-commissioned officers' epaulettes.	Counter straps.	Sashes.	Linen overalls.	Woolen pants.	Shirts.	Brogans.	Blankets.	
Knoor, Nece & Co	Philadelphia, Pa.	.....	.....	$0 20	.....	.....	.....	.....	.....	$1 30	.....	$1 75	.....	.....	Sureties not certified.
Daniel Mullen	Washington, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1 85	.....	Do. do.
Wm. Lang	Boston, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No sureties.
Whiting, Galloup & Co	do.	.....	.....	.....	.....	.....	.....	.....	.....	79	$2 75	99	.....	.....	Do.
David M. Hess & Co	Philadelphia, Pa.	.....	.....	.....	.....	.....	.....	.....	.....	87½	.....	87½	.....	.....	Do.
John Mullen	Baltimore, Md.	.....	.....	.....	$11 50	$12 25	.....	.....	.....	1 31	3 37½	1 12½	.....	.....	Do.
E. T. Granacap	New York	$2 94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
W. H. Horstmann & Son	Philadelphia	2 45	$0 18	.....	.....	.....	*$1 44 †1 30	$0 92	$2 00	.....	.....	.....	.....	.....	
Neal Campbell	do.	.....	.....	.....	7 50	.....	.....	.....	.....	.....	2 95	.....	.....	.....	Do.
Jacob Reed, (for manufac'ng)	do.	.....	.....	.....	2 50	3 00	.....	.....	.....	.....	55	.....	.....	.....	
Do.	do.	.....	.....	.....	6 15	6 78	.....	.....	.....	65	2 30	1 15	.....	.....	
Wall & Stephens, (for manuf'g)	Washington, D. C.	.....	.....	.....	2 87½	.....	.....	.....	.....	.....	69½	.....	.....	.....	
Thomas Branson	Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do.
Michael Waisa	Washington, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
A. P. Hoover	do	.....	.....	25	.....	.....	.....	.....	.....	1 05	.....	1 25	1 20	$3 00	
W. Mathews	New York	.....	.....	.....	.....	.....	.....	.....	.....	78	.....	71	.....	2 49	
P. Higgins	Boston, Mass	.....	.....	.....	.....	.....	.....	.....	.....	1 00	.....	1 25	1 75	4 00	
Lambert & Mast	Philadelphia, Pa.	2 23	20	21	.....	.....	1 46	90	.....	.....	.....	.....	.....	.....	
Do.	do.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
George R. Pullinger	do.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do.
P. A. Ricowds	Manayunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do.
John B. Clagett	Washington, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	1 12½	.....	1 37½	.....	.....	

* Sergeants. † Corporals.

SCHEDULE OF BIDS—Continued.

Names of bidders.	Residences.	Articles, &c., bid for.													Remarks.
		Knapsacks.	Socks.	Fatigue caps.	Fatigue jackets.	Fatigue frocks.	Drawers.	Flannel shirts.	Watch coats.	Sergeants' uniform coats.	Music jackets.	Yards sky blue kersey.	Navy blue cloth.	Scarlet cloth.	
Knoor, Neee & Co.	Philadelphia, Pa.	.....	.....	.....	.....	.....	$0 75	$1 30	.....	.....	.....	.....	.....	.....	Sureties not certified.
Daniel Mullen	Washington, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do. do.
Wm. Lang	Boston, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1 80	$2 50	.....	No sureties.
Whiting, Galloup & Co.	....do.	.....	.....	.....	$3 25	$0 88	33	74	$7 48	.....	.....	.....	.....	.....	Do.
David M. Hess & Co.	Philadelphia, Pa.	.....	.....	.....	.....	.....	37½	83½	.....	.....	.....	.....	.....	.....	Do.
John Mullen	Baltimore, Md.	.....	.....	.....	4 00	11 25	62	1 12½	10 50	$13 00	$6 75	.....	.....	.....	Do.
H. T. Gratacap	New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
W. H. Horstmann & Son	Philadelphia.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Neal Campbell	....do.	.....	.....	.....	3 20	.....	49½	1 12½	7 15	.....	.....	1 44½	2 23½	.....	Do.
Jacob Reed, (for manufac'ng)	....do.	.....	.....	.....	80	.....	.....	.....	2 25	.....	2 00	.....	.....	.....	
Do.	....do.	.....	.....	.....	2 61	.....	33	86	6 19	6 49	4 50	.....	.....	.....	
Wall & Stephens, (for manuf'g)	Washington, D. C.	.....	.....	.....	86	.....	45	1 35	.....	.....	2 12½	.....	1 96	.....	
Thomas Branson	Philadelphia.	.....	*$3 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do.
Michael Walsh	Washington, D. C.	†$3 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Not now in use.
A. P. Hooper	....do.	‡3 00	3 60	$1 50	.....	.....	50	1 05	.....	.....	.....	1 85	1 65	$3 75	
W. Mathews	New York	.....	3 00	1 01	.....	65	39	96	.....	.....	.....	.....	.....	2 23	
P. Higgins	Boston, Mass.	.....	2 76	.....	.....	1 97½	37½	95	.....	.....	.....	1 76	1 95	.....	
Lambert & Mast	Philadelphia, Pa.	§1 73	.....	1 12½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Painted knapsacks not used.
Do.	....do.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
George E. Pullinger	....do.	.....	3 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No sureties.
P. A. Ricowds	Manayunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 35	2 90	.....	Do.
John B. Clagett	Washington, D. C.	.....	.....	.....	.....	.....	50	.....	.....	.....	.....	.....	.....	.....	

* Per dozen. † Painted canvas. ‡ Gutta-percha. § Painted.

Respectfully submitted.

DANIEL J. SUTHERLAND, *Quartermaster U. S. Marine Corps.*

E. E.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, November 1, 1858.

Schedule of bids received by Major Sutherland, Quartermaster Marine Corps, for wood and coal, under advertisement dated May 10, 1858.

Names.	Portsmouth, N.H.		Boston, Mass.		Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D.C.		Norfolk, Va.		Warrington, Fla.		Sureties.
	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	
T. Edward Clark									$5 97	*$4 52					Jas. Nokes and R Costigan.
C. P. Knapp													*$4 25	$15 00	Sam. McClelland and H. F. Ingham.
E. F Lise & Co.		*$6 50													Ed. F. Lise and Jno. Lise.
S. & E. Knight			$7 75	*$5 90											Childs & Eldridge.
William H. Frost	$6 47														Geo. F. F. Frost and C. Robinson.
Samuel Downing, jr.	$7 40														E. S. Wendell and J. H. Clark.
Thomas C. Cahill							†$5 90	$4 25							Dan. Barker and W. Cahill.
Dayly, Porter & Co.							‡5 70	4 50							Jno. McCarty and Wm. Glinsey.
George G Pattison													4 75	*6 20	A. W. Nicholson and A. Grinnell.
John Walker		6 95													N. R. Walker and C. Walker.
Perkins & Parkinson			8 50	8 50											No sureties.
William Day		6 74													C. E. Leighter and Leighter.
Alfred Hoitt	*6 45	6 75													
John Muchmore					*$5 60	*$5 60									B. H. Booth and D. F. Fendall.
F Zantzinger											$5 00	*$7 00			J. E. Doyle and H. Miner.
John K. Brooks													4 65	10 00	Bell & Ramsey.
Burke & McGranahan								*4 00							Callahan & Keiff.
John D. Varrell	7 46	6 96													C Robinson and M. Mast.
Marston & Power					6 30	5 65									Darling, Abitson & Ross.
T. J. & W. M. Galt									6 00	5 50					W. M. Galt.
R. W. Bates									5 61	5 94					D. A. Gardiner and K. Smith.
P. Otterback, jr.									*5 15						Geo. A. Bohrer and Kroft.
Williams & Jolly									5 72	4 62					A & T. A. Richards & R. M. Coombs
H. Fowler									6 25	5 20					S. Fowler and H .C Fowler.
John Loughlin					6 93	*5 40									W. Kelsey and C. Kelsey.
Robert Todd			*7 00	7 00											Jno. Gaun and D. Krosby.
T. Treadway							§4 50	4 25							J. Pattison and Geo. Mitchell.
S. A. H. Marks, jr									6 12	5 35					J. M. Roberts and J. Wilson.
T. J. Hobday											*4 99	7 24			V. Billicoley and J. Hobday.

* Lowest. † Lowest, accepted. ‡ Second lowest, declined. § Lowest, declined.

Errors excepted.

Respectfully submitted.

D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

HEADQUARTERS UNITED STATES MARINE CORPS, *Washington, D. C., June* 11, 1858.

Schedul of existing contracts, quartermaster's department, United States Marine Corps, for rations, clothing, &c.

Names of contractors.	Residences.	Date of contract.	Time of expiration.	Place of delivery.	Articles, quantities, prices, &c.
RATIONS.					
John O. Varrell	Portsmouth, N. H.	Nov. 25, 1857	Dec. 31, 1858	Portsmouth, N. H.	All the rations that may be required, at $19 85 per 100 rations.
Martin Collier	Charlestown, Mass.	Nov. 21, 1857	do	Charlestown, Mass.	Do. do. do. 22 80 do.
N. H. Graham	Philadelphia, Penn.	Nov. 17, 1857	do	New York, N. Y.	Do. do. do. 16 75 do.
Do	do	do	do	Philadelphia, Penn.	Do. do. do. 15 75 do.
A. P. Hoover	Washington, D. C.	Nov. 30, 1857	do	Washington, D. C.	Do. do. do. 21 90 do.
D. F. Keeling	Norfolk, Va.	Nov. 25, 1857	do	Gosport, Va.	Do. do. do. 94 40 do.
C. P. Knapp	Pensacola, Fla.	Nov. 30, 1857	do	Warrington, Fla.	Do. do. do. 23 75 do.
CLOTHING, &c.					
A. P. Hoover	Washington, D. C.	Dec 9, 1857	do	Philadelphia, Penn.	Knapsacks, at $3 each; navy blue cloth, at $1 85 per yard.
M. Merrick	Brooklyn, N. Y.	Dec. 30, 1857	do	Philadelphia and Washington.	Batter drum heads, $15 per dozen; snare drum heads, $12 per dozen; bass drum heads, $36 per dozen; drum snares, $3 per dozen.
Wm. Mathews	New York	Nov. 25, 1857	do	Philadelphia, Penn.	Linen shirts, 71 cents each; blankets, $2 49 each; F. caps, $1 01 each; F. frocks, 65 cents each; Canton flannel drawers, 33 cents per pair; and scarlet cloth, $2 23 per yard.
Lambert & Mast	Philadelphia, Penn.	Nov. 30, 1857	do	do	Uniform caps, $3 22 each; patent leather stocks, 21 cents each.
Horstmann & Sons	do	Dec. 2, 1857	do	do	Pompons, 18 cents each; sergeants' epaulettes, $1 44 per pair; corporals' epaulettes, 1 30 per pair; brass contre straps, 92 cents per pair; and worsted sashes, $2 each.
Scovill Manufacturing Co.	Waterbury, Conn.	Dec. 24, 1857	do	do	Coat buttons, $3 pr. gro.; jacket buttons, $2 pr. gro.; vest buttons, $1 80 pr gro.
Jacob Reed	Philadelphia, Penn	Dec. 2, 1857	do	do	Manufacturing sergeants' and privates' uniform coats, $2 50 each; music uniform coats, -3 each; woolen pants, 65 cents per pair; F. jackets, 80 cents each; W. coats, $2 25 each; and music jackets, $2 each.
Do	do	Dec. 2, 1857	do	do	Linen overalls, 65 cents per pair; red flannel shirts, 85 cents each.
P. Higgins	Boston, Mass.	Dec. 1, 1857	do	do	Brogans, $1 76 per pair; socks, $3 76 per doz.; 6 4 sky blue kersey, $1 76 pr yd.
Horstmann & Sons	Philadelphia, Penn.	Dec. 15, 1857	do	Philadelphia and Washington.	Half inch yellow binding, 3½ cents per yard; 1½ inch blue binding, 10 cts. per yard; tenor drums, $7 50 each; bass drums, $26; drum snares, 40 cts. per set; drum cords, 40 cents each; drum sticks, 50 cents per pair; drum heads, $3 per sett; batter heads, $1 25 each; snare heads, 75 cents each; Bass drum heads, $1 75 each; gilt epaulettes, $12 per pair; bullion aiguilettes, $15 each; boxwood B fifes, 80 cents each; vulture plumes, $1 each; scarlet worsted cord, 2 cts. per yd; silk sashes, $12 each; sergeants' swords, $7 each; music men's swords, $5 each; music boys' swords, $3 75 each.
William Pinchin	do	Dec. 16, 1857	do	do	Brass breast plates, 15 cents each; brass waist plates, 12½ cents each
M. A. Diagee	New York	Dec. 16, 1857	do	do	Cartridge boxes, $1 93 each; cartridge box belts, 72 cents each; bayonet scabbards, 46 cents each; bayonet scabbard belts, 66 cents each; waist belts, 97 cents each; percussion cap pouches, 48 cents each.

Respectfully submitted. E.E. DANIEL J. SUTHERLAND, *Quartermaster U. S. Marine Corps.*

HEADQUARTERS MARINE CORPS, *Quartermaster's Office, Washington, November 1, 1858.*

Schedule of "contracts" for fuel for the Marine Corps, for the fiscal year ending June 30, 1859.

Names of contractors.	Place of residence.	Date of contract.	Stations supplied.	What period.	Coal per ton.	Wood per cord.
E. F. Sise & Co	Portsmouth, New Hampshire	June 18, 1858	Portsmouth, New Hampshire	Fiscal year 1858 and 1859	$6 50	
Alfred Holtt	Durham, New Hampshire	do.	do.	do.		$6 45
H. E. Knight	Charlestown, Massachusetts	do.	Charlestown, Massachusetts	do.	5 90	
Robert Todd	do.	do.	do.	do.		7 00
John Muchmore	Brooklyn, Long Island	do.	Brooklyn, New York	do.		5 60
John Loughlin	do.	do.	do.	do.	5 40	
Thomas E. Cahill	Philadelphia, Pennsylvania	do.	Philadelphia, Pennsylvania	do.		5 90
Burke & McGranahan	do.	do.	do.	do.	4 00	
P. Otterback, jr	Washington, D. C.	do.	Washington, D. C.	do.		5 15
T. Edward Clark	do.	do.	do.	do.	4 58	
Thomas J. Hobday	Portsmouth, Virginia	do.	Gosport, Virginia	do.		4 99
F. Zantzinger	Norfolk, Virginia	do.	do.	do.	7 00	
C. P. Knapp	Pensacola, Florida	June 29, 1858	Warrington, Florida*	do.		4 95

* No coal required at Warrington, Florida.

E. E.

Respectfully submitted.

D. J. SUTHERLAND, *Quartermaster U. S. M. C.*

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, D. C., July 1, 1858.

No. 8.

General estimate of the sums required for the support of the office of the Secretary of the Navy and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1860.

Office or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	$29,600 00	$2,840 00
Bureau of Ordnance and Hydrography	12,340 00	750 00
Bureau of Yards and Docks	14,140 00	800 00
Bureau of Construction, Equipment, and Repair	21,340 00	800 00
Bureau of Provisions and Clothing	8,840 00	700 00
Bureau of Medicine and Surgery	9,540 00	450 00
	95,800 00	6,340 00

RECAPITULATION.

CIVIL.

Salaries	$95,800 00
Contingent	6,340 00

Appropriated for fiscal year 1858–'59.

For salaries	$95,800 00
For contingent	6,340 00

No. 9.

General estimate of the sums required for the support of the southwest executive building for the fiscal year ending June 30, 1860.

CIVIL.

For salaries	$2,400 00
For contingent	3,913 00

Appropriated for fiscal year 1858–'59.

For salaries	$2,400 00
For contingent	3,913 00

No. 10.

General estimate of appropriations required for the support of the Navy during the fiscal year ending June 30, 1860.

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Ordnance & Hydrography.	Bureau of Yards & Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
NAVY PROPER.							
Pay of the navy	$436,225 00	$153,541 00	$284,038 00	$3,056,635 00			$3,930,439 00
Provisions					$945,840 00		945,840 00
Surgeons' necessaries						$35,600 00	35,600 00
Increase, repairs, &c				3,100,000 00			3,100,000 00
Ordnance and ordnance stores		563,000 00					563,000 00
Contingent enumerated			478,000 00	350,000 00	68,000 00		896,000 00
	436,225 00	716,541 00	762,038 00	6,506,635 00	1,013,840 00	35,600 00	9,470,879 00
MARINE CORPS.							
Pay							$428,937 30
Clothing							113,856 00
Provisions							71,759 00
Fuel							22,342 25
Military stores							12,000 00
Transportation, &c							14,000 00
Repairs of barracks, &c							8,000 00
Contingent							32,500 00
							703,394 55

No. 10—Continued.

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Ordnance & Hydrography.	Bureau of Yards & Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
SPECIAL OBJECTS.							
Navy yards.							
Portsmouth, N. H.			$105,477 00				
Boston			308,450 00				
New York			319,959 00				
Philadelphia			122,997 00				
Washington			155,932 00				
Norfolk			271,387 00				
Pensacola			310,425 00				
Mare Island			403,350 00				
Sackett's Harbor			3,850 00				
							$2,001,827 00
Hospitals.							
Portsmouth, N. H.			22,000 00				
Boston			2,500 00				
New York			27,900 00				
Philadelphia			37,815 00				
Norfolk			53,220 00				
Pensacola			10,500 00				
							153,935 00
Magazines.							
Portsmouth, N. H.			46,497 00				
Boston			2,5 0 00				
New York			8,000 00				
Philadelphia			1,000 00				

Norfolk			144,460 00				
Pensacola			1,000 00				
							203,457 00
Miscellaneous.							
Pay of superintendents			152,454 00				
Naval Observatory and Hydrographical Office		$59,360 00					
Naval Academy		51,040 25					
Nautical Almanac		26,880 00					
Seven screw sloops and side-wheel steamer				$674,000 00			
Clothing, &c., &c					$3,144 00		
							$966,878 25
		$137,280 25	$152,454 00	674,000 00	3,144 00		3,326,097 25

AGGREGATE—NAVY.

Navy proper		$9,470,879 00
Marine corps		703,394 55
Special objects—		
Navy yards	$2,091,827 00	
Hospitals	153,933 00	
Magazines	203,457 00	
Miscellaneous	966,878 25	
		3,326,097 25
		13,500,370 50

RHODES HOUSE LIBRARY OXFORD

No. 11.—*General estimate of appropriations, under the cognizance of the Navy Department, for the support of the navy, required for the service of the fiscal year ending June* 30, 1860.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps	$3,930,439 00	.....	$3,805,405 00
For provisions for commission, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea service	945,846 00	.....	941,700 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps	35,600 00	.....	32,150 00
For increase, repair, armament, and equipment of the navy, including the wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy	3,100,000 00	.....	2,850,000 00
For ordnance and ordnance stores, including incidental expenses	563,000 00	.....	598,000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire engines and machinery; repairs of, and attending to, steam engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; carts, timber wheels, and the purchase and repair of workmen's tools; postage of public letters; fuel, oil, and candles for navy yards and shore stations; pay of watchmen, and incidental labor not chargeable to any other appropriation; transportation to, and labor attending the delivery of provisions and stores on, foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office rent; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts-martial, courts of inquiry, and other services authorized by law; pay to judge advocates; pilotage and towage of vessels, and assistance to vessels in distress; and for bills of health and quarantine expenses of vessels of the United States navy in foreign ports	896,000 00	.....	897,600 00
	9,470,879 00	.....	9,124,855 00

No. 12.

General estimate of appropriations, under the cognizance of the Navy Department, for the support of the marine corps, required for the service of the fiscal year ending June 30, 1860.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
For pay of officers, non-commissioned officers, musicians, privates, clerks, messengers, stewards, servants, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for re-enlistments	$428,937 30	.....	$395,578 26
For provisions	71,759 00	.....	64,313 00
For clothing	113,856 00	.....	66,512 00
For fuel	22,342 25	.....	20,756 75
For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments	12,000 00	.....	25,000 00
For transportation of officers and troops, and expenses of recruiting	14,000 00	.....	12,000 00
For repair of barracks, and rent of offices where there are no public buildings for that purpose	8,000 00	.....	8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage; compensation to judge advocates; per diem for attending courts-martial, courts of inquiry, and for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, postage, telegraphing; apprehension of deserters; oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools; keep of a horse for the messenger; pay of matron, washerwoman, and porter at the hospital, headquarters	32,500 00	.....	32,500 00
	703,394 55	.....	624,660 01

No. 13.

General estimate of appropriations, under the cognizance of the Navy Department, for special objects, required for the service of the fiscal year ending June 30, 1860.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1860.	Estimates of the balances of appropriations unexpended on the 30th June, 1859, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1859.
For improvements and repairs at navy yards and stations	$2,001,827 00	$388,000 00	$1,592,689 00
For improvements and repairs at the naval hospitals	153,935 00	26,000 00	80,792 00
For improvements and repairs at the naval magazines	203,457 00	35,000 00	129,615 00
For pay of superintendents, naval constructors, and civil establishments of the navy yards and stations	152,454 00	60,000 00	139,232 00
For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington	59,360 00	.....	47,360 00
For improvements and repairs of buildings and grounds, and support of the Naval Academy at Annapolis, Maryland	51,040 25	.....	45,671 22
For preparing for publication the Nautical Almanac	26,880 00	.....	26,880 00
For seven screw sloops and one side-wheel steamer, authorized by act of June 12, 1858	674,000 00	.....	1,200,000 00
For reimbursing the appropriation for clothing for the navy, for issues to destitute Americans brought home in national ships from Nicaragua in 1857	3,144 00	.....	.....
	3,396,097 25	* 509,000 00	3,262,239 22

* The amounts in the column headed "Estimates of balances of appropriations unexpended on the 30th of June, 1859, which may be applied to the service of the next fiscal year," are those which will probably remain in the treasury at that date under the several heads of appropriation; but as the works in progress at the several yards for which the appropriations were made will probably absorb those balances, they will not be available in the next fiscal year for objects other than those for which they were appropriated.

No. 14.

TREASURY DEPARTMENT,
Second Comptroller's Office, November 17, 1858.

SIR: I have the honor to transmit, in duplicate, a statement of the appropriations for the Navy Department for the fiscal year 1857–'58, showing the balances of appropriations on the 1st of July, 1857; the appropriations made for the fiscal year 1857–'58; the repayments and transfers in same time; the amounts applicable to the service of the year 1857–'58; the amount drawn by requisitions from the Treasury for the same period; and, finally, the balances on the 30th June, 1858, with such appropriations as have been carried to the surplus fund; prepared in pursuance of the act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. MADISON CUTTS,
Comptroller.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No. 14—Continued.

Statement of the appropriations for the service of the Navy Department from July 1, 1857, to June 30, 1858, made in pursuance of the provisions of the 2d section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appropriations July, 1 1857.	Appropriations for the fiscal year 1857-'58.	Repayments from July 1, 1857, to June 30, 1858.	Amounts applicable to the service of the fiscal year 1857-'58.	Amounts drawn by requisitions from treasury during the fiscal year 1857-'58.	Balances June 30, 1858.
Pay of the navy	$247,941 41	$3,855,450 00	$558,800 76	$4,662,192 17	$4,134,975 12	$527,217 05
Contingent expenses	34,307 68	880,000 00	66,090 64	980,398 32	970,405 09	9,993 23
Increase, repairs, &c.	795,970 19	3,181,000 00	439,781 54	4,416,751 73	3,834,427 83	582,323 90
Provisions for navy	91,863 13	850,450 00	36,809 78	979,122 91	978,717 58	405 33
Clothing for navy	301,376 91	----------	217,789 51	519,166 42	324,646 66	194,519 76
Naval Academy	1,424 00	42,307 22	1,023 49	44,754 71	44,754 71	----------
Books, maps, &c.	----------	----------	3,619 58	3,619 58	2,853 62	765 96
Nautical instruments	723 21	18,000 00	1,526 57	20,249 78	17,040 85	3,208 93
Nautical Almanac	6,227 93	26,880 00	----------	33,107 93	19,263 66	13,844 27
Publishing Sailing Directions	22,237 00	15,000 00	----------	37,237 00	4,037 00	33,200 00
Publishing Wind and Current Charts	2,015 32	18,000 00	----------	20,015 32	5,311 97	14,703 35
Contingent expenses and wages at Observatory	5,512 50	11,160 00	14 51	16,687 01	9,793 60	6,893 41
Pay of superintendents, &c.	53,282 48	128,382 00	1,482 24	183,146 72	111,697 27	71,449 45
Pay of dropped naval officers	14,750 00	----------	----------	14,750 00	8,550 00	6,200 00
Extra pay, &c., to those serving in the pacific	----------	28,716 13	----------	28,716 13	28,716 13	----------
Pay of clerks in naval astronomical expedition	----------	778 62	----------	778 62	778 62	----------
Prize money	31,573 59	----------	----------	31,573 59	5,000 00	26,573 59
Navy yard Portsmouth, N. H.	53,680 75	124,422 00	628 03	178,730 78	92,616 89	86,113 89
Navy yard, Boston	176,155 16	380,310 00	170 84	556,636 00	382,262 61	174,373 39
Navy yard, New York	167,168 57	386,172 00	6,364 29	559,704 86	396,932 05	162,772 81
Navy yard, Philadelphia	32,149 50	73,075 00	43 97	105,268 47	86,445 77	18,822 70

Navy yard, Washington	132,606 55	119,018 00	4,174 18	255,798 73	204,496 13	51,302 60
Navy yard, Norfolk	1,949 64	358,812 00	25,912 14	386,673 78	380,614 40	6,059 38
Navy yard, Pensacola	45,067 76	203,000 00	5,090 52	253,158 28	179,552 65	73,605 63
Navy yard, Sackett's Harbor	2,635 09	1,000 00	52 49	3,687 58	----------	3,687 58
Navy yard, San Francisco	----------	399,808 00	15,225 00	415,033 00	310,932 39	104,100 61
Navy yard, Blythe Island	----------	199,914 63	----------	199,914 63	130,479 38	69 435 15
Magazine, Portsmouth, N. H.	25,217 00	4,223 00	605 96	30,045 96	19,040 63	11,005 33
Magazine, Boston	17,698 43	1,000 00	----------	18,698 43	2,015 00	16,683 43
Magazine, New York	29,178 77	36,238 00	----------	65,416 77	36,224 34	29,192 43
Magazine, Philadelphia	8,091 55	10,107 00	180 47	18,379 02	9,138 14	9,240 88
Magazine, Washington	41,695 63	4,800 00	----------	46,495 63	5,359 16	41,136 47
Magazine, Norfolk	4,570 77	56,090 00	782 80	61,443 57	32,819 24	28,624 33
Magazine, Mare Island	99,300 00	----------	----------	99,300 00	99,300 00	----------
Magazine, Pensacola	4,561 54	1,000 00	----------	5,561 54	521 86	5,039 68
Surgeons' necessaries, &c.	33,645 96	----------	2,786 97	36,432 93	28,633 52	7,799 41
Navy hospital fund	53,776 36	----------	52,919 50	106,695 86	61,470 00	45,225 86
Navy hospital, Boston	11,520 71	2,500 00	400 00	14,420 71	12,236 88	2,183 83
Navy hospital, New York	17,113 91	7,200 00	----------	24,313 91	24,310 93	2 98
Navy hospital, Philadelphia	10,425 48	15,800 00	990 19	27,215 67	8,211 75	19,003 92
Navy hospital, Norfolk	----------	22,115 00	----------	22,115 00	18,980 00	3,135 00
Navy hospital, Pensacola	7,766 04	16,000 00	1 71	23,767 75	8,999 04	14,768 71
Six steam frigates	1,529,106 02	----------	67,329 78	1,596,435 80	436,262 19	1,160,173 61
Five steam sloops	1,000,000 00	----------	----------	1,000,000 00	472,390 96	527,609 04
Stevens' war steamer	30,052 71	----------	111,763 56	141,816 27	62,341 18	79,475 09
Steam mail service	710,572 84	935,850 00	----------	1,646,422 84	885,322 20	761,100 64
Basin and railway, California	15,000 00	----------	----------	15,000 00	6,732 19	8,267 81
Coal depot at Key West	----------	----------	158 93	158 93	----------	158 93
Dry dock at Portsmouth, N. H.	----------	----------	156 15	156 15	156 15	----------
Dry dock at Pensacola	----------	----------	257 56	257 56	257 56	----------
Dry dock at Philadelphia	----------	----------	1,541 32	1,541 32	†1,541 32	----------
Charts of La Plata, &c.	21,033 63	6,760 00	----------	27,793 63	22,251 80	5,541 83
Exploration of the Parana, &c.	25,000 00	----------	----------	25,000 00	1,574 38	23,425 62
Exploration and verification of ship canal near Isthmus of Darien	----------	25,000 00	----------	25,000 00	16,921 02	8,078 98
Arranging specimens of natural history	14,917 75	----------	----------	14,917 75	8,077 43	6,840 32
Meteorological observations	375 00	2,000 00	----------	2,375 00	1,500 00	875 00
Search after Arctic expedition, (act March 3, 1855)	7,530 57	----------	280 00	7,811 37	7,811 37	----------
Arming and manning ordnance ship Plymouth	44,107 96	----------	----------	44,107 96	22,891 85	21,216 11

° Indefinite.

† Carried to surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1857.	Appropriations for the fiscal year 1857-'58.	Repayments from July 1, 1857, to June 30, 1858.	Amounts applicable to the service of the fiscal year 1857-'58.	Amounts drawn by requisitions from treasury during the fiscal year 1857-'58.	Balances June 30, 1858.
Testing improvements in steam boilers	$7,723 13			$7,723 13	$2,573 32	$5,149 81
Testing useful inventions		$9,917 60		9,917 60	921 80	8,995 80
Sewer on Flushing avenue, N. Y., (act March 3, 1857)		60,000 00		60,000 00		60,000 00
Mexican hostilities	30,896 23			30,896 23	1,507 64	29,388 59
Military contributions, Mexico	4,466 56			4,466 56		4,466 56
Pay of marine corps	10,526 54	359,691 68	$7,890 11	378,108 33	372,623 71	5,484 62
Provisions, marine corps		54,531 00		54,531 00	54,531 00	
Contingent, marine corps	105 00	32,500 00	5,941 27	38,546 27	38,546 27	
Clothing, marine corps	130 61	55,264 00	7,449,97	62,844 58	62,844 58	
Fuel, marine corps	52 12	20,281 87	24,014 70	44,348 69	44,348 69	
Transportation of marine corps	6 90	12,000 00	9,116 17	21,123 07	21,123 07	
Military stores, marine corps		9,000 00	16,061 24	25,061 24	25,061 24	
Repairs of barracks, marine corps		8,000 00	7,781 88	15,781 88	15,781 88	
Marine barracks at Brooklyn, New York	96,000 00			96,000 00		96,000 00
Marine barracks at Pensacola	59,500 00			59,500 00	30,637 15	28,862 85
Relief of widows and orphans of those lost in the sloop Albany, &c., (act August 1, 1856)		2,789 60		2,789 60	2,789 60	
Relief of widows and orphans of forward officers of brig Somers, (act July 27, 1854)		144 00		144 00	144 00	
Relief of surviving officers of the republic of Texas		16,000 00		16,000 00	16,000 00	
Relief of John Guest and others, (reappropriated act January 26, 1857)		40 49		40 49		40 49
Relief of Thomas Barnum, (act March 3, 1857)	214 89			214 89	214 89	
Relief of Thomas M. Taylor, (act February 6, 1855)		751 41		751 41	751 41	
Relief of Capt. J. Mc McIntosh, (act May 5, 1858)		204 95		204 95	204 95	
Relief of Fabius Stanley, (act June 1, 1858)		544 10		544 10	544 10	

Relief of Wm. Heine, artist of Japan expedition, (act June 7, 1858)	----------	4,975 14	----------	4,975 14	4,975 14	----------
Relief of the widow of Com. Wm. Lewis Herndon, (joint resolution June 3, 1858)	----------	7,500 00	----------	7,500 00	7,500 00	----------
Relief of Robert W. Cushman, (act June 5, 1858)	----------	884 92	----------	884 92	884 92	----------
Relief of Georgiana M. Lewis, (act June 12, 1858)	----------	6,000 00	----------	6,000,00	6,000 00	----------
Total	6,192,498 98	13,109,359 36	1,703,011 12	21,004,869 46	15,689,103 53	5,315,765 93

RECAPITULATION.

Amount applicable to the service of the fiscal year 1857–'58, as per aggregate of fourth column		$21,004,869 46
From which deduct amount of refunding and transfer requisitions, as per third column		1,703,011 12
Will show the amount actually applicable to the above period		19,301,858 34
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column	$15,689,103 53	
From which last sum deduct amount of refunding and transfer requisitions	1,703,011 12	
		13,986,092 41
Will leave the aggregate of the sixth column of balances, on June 30, 1858		5,315,765 93

TREASURY DEPARTMENT, *Second Comptroller's Office, November* 17, 1858.

No. 15.

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of July, 1857, to the 30th of June, 1858.

No. of account.	Dates.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1857.					
1377	July 2	Thomas H. Looker	Purser	$620 72		Stationery, pilotage, postage, &c.
1379	7	A. Greenleaf	Navy agent	40,542 99		Travel, office rent, freight, &c.
1383	10	A. J. Mitchell	Purser	182 05		Freight, &c.
1385	10	William Hyde	Carpenter	143 00		Travelling expenses.
1386	10	John C. Chavalier	Acting sailmaker	143 00		Do.
1387	10	Jaspar Coghlin	Boatswain	143 00		Do.
1388	10	James A. Lilleston	Acting gunner	143 00		Do.
1406	24	Josiah Tatnall	Late purser	125 00		Do.
1408	25	George F. Lindsley	Quart'r marine corps.		$24,998 03	Forage, quarters, &c.
1410	25	Thomas B. Nalle	Purser	8,044 95		Travel, pilotage, stationery, &c.
1414	28	H. G. S. Key	Navy agent	12,196 50		Freight, stationery, &c.
1419	29	Thomas G. Corbin	Lieutenant	495 20		Travelling expenses.
1420	30	S. P. Carter	----do	350 00		Do.
1404	22	J. F. Ferguson	Acting purser	374 52		Pilotage, transportation, travel, &c.
1421	30	John De Bree	Purser	646 10		Do. do.
1423	31	Thomas R. Ware	----do	22 22		Burial fees.
1424	31	Edward T. Dunn	----do	163 05		Postage, &c.
1427	August 4	Nehemiah Moses	Navy agent	2,781 16		Travel, freight, postage, &c.
1428	6	A. E. Maxwell	----do	5,457 31		Do. do.
1429	6	B. D. Heriot	----do	1,094 44		Do. do.
1431	12	B. J. Cahoone	Purser	9,086 52		Travel, burial fees, &c.
1437	18	W. W. Queen	Lieutenant	490 20		Travelling expenses.
1438	18	E. J. Spedden	----do	479 20		Do.
1439	18	George W. Young	----do	482 80		Do.
1430	8	George F. Lindsay	Quart'r marine corps.		9,889 25	Quarters, forage, stationery, &c.

1442	22	T. M. Taylor	Purser	2,314 86		Pilotage, duties, &c.
1443	24	George Loyall	Navy agent	8,983 63		Printing, freight, &c.
1444	24	D. D. Porter	Lieutenant	434 30		Pilotage, &c.
1446	25	B. F. Gallagher	Purser	2,120 46		Pilotage, travel, freight, &c.
1450	29	Joseph Smith	Navy agent	27,840 89		Freight, stationery, salary, &c.
1452	31	H. G. S Key	Acting purser	90 50		Oil, stationery, &c.
1456	Septem'r 1	A. Greenleaf	Navy agent	13,938 13		Travel, stationery, lumber, &c.
1459	2	A. J. Mitchell	Purser	227 06		Pilotage.
1460	3	J. Y. Mason, jr	----do	6,284 97		Pay of mechanics, &c.
1461	3	A. E. Watson	----do	10,601 18		Labor in navy yard, travel, &c.
1466	9	G. R. Gray	Lieutenant	52 00		Travelling expenses.
1467	9	C. Swackhamer	Navy agent	76,453 59		Office rent, freight, &e.
1468	9	John F. Steele	Purser	27 72		Stationery, &c.
1470	11	Thomas M. Brasher	Lieut. commanding	344 60		Pilotage, &c.
1471	16	Levi D. Slamm	Purser	11,472 28		Labor, stationery, &c.
1473	22	F. Williamson	2d assistant engineer	80 00		Travelling expenses.
1476	24	J. G. Harris	Purser	13,304 73		Pay of mechanics, &c.
1478	24	Thomas H. Dornin	Captain	500 00		Travelling expenses.
1479	25	F. Buchanan	----do	2,974 00		Travelling expenses, &c.
1480	26	Thomas H. Looker	Purser	30 00		App. fees.
1481	28	A. Welsh	Late purser	31 93		Cabin furniture.
1482	29	J. S. Gulick	----do	650 41		Pilotage, postage, &c.
1492	October 7	T. P. McBlair	----do	1,602 72		Pilotage, hire of lighters, &c.
1500	23	R. P. De Silver	Late naval storekeeper	54,985 94		Salary, rent of storehouses, &c.
1501	23	Levi D. Slamm	Purser	9,034 99		Pay of mechanics, &c.
1502	27	B. D. Heriot	Navy agent	604 88		Freight, stationery, &c.
1503	29	H. G. S. Key	----do	6,748 01		Do.
1505	31	A. Day	----do	11,498 70		Do.
1508	Novemb'r 2	G. F. Lindsay	Quart'r marine corps		4,316 66	Quarters, forage, straw, &c.
1511	7	L. A. Besançon	Bearer of despatches	600 00		Travelling expenses.
1516	12	J. Smith	Navy agent	30,602 68		Freight, stationery, &c.
1517	13	B. S. Cotrell	Commercial agent	324 00		App fees.
1518	17	A. A. Belknap	Purser	1,533 50		Travel, transportation, and pilotage.
1519	20	C. Swackhamer	Navy agent	28,099 76		Freight, travel, &c.
1520	23	J. N. Hambleton	Purser	125 36		Pilotage, travel, &c.
1521	24	George Loyall	Navy agent	15,237 07		Travel, freight, salary, &c.
1523	28	A. E. Watson	Purser	4,642 27		Labor, stationery, travel, &c.
1527	December 7	George T. Cutter	----do	14,482 01		Do. do.
1530	12	J. V. B. Bleecker	----do	5 00		Postage.

No. 15—Continued.

No. of account.	Dates.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1857.					
1531	Decem'r 12	J. K Harwood	Purser	$1,107 48		Travel, postage, stationery, &c.
1534	16	A. J. Mitchell	----do	13 04		Transportation of specie.
1537	18	T. R. Ware	----do	15 46		Postage and transportation.
1538	17	A. Greenleaf	Navy agent	25,900 79		Lumber, travel, stationery, &c.
1541	23	N. Moses	----do	5,818 46		Do. do.
1542	23	A. E. Maxwell	----do	5,358 95		Do. do
1548	30	H. F. Wendell	----do	1,807 87		Do. do.
1549	31	J. G. Harris	Purser	10,963 70		Pay of mechanics.
	1858.					
1553	January 8	D. McDougal	Commander	300 65		Travelling, &c.
1557	12	Jos. Wilson	Purser	15,204 91		Pay of mechanics.
1561	19	John Y. Mason, jr.	----do	5,849 85		Do.
1562	20	W. Badger	Navy agent	50,070 78		Freight, office rent, &c.
1565	25	W. W. J. Kelly	Purser	32,376 20		Pay of mechanics.
1573	30	A. J. Watson	----do	12,135 26		Do.
1575	February 2	H. G. S. Key	Navy agent	10,770 80		Salaries, freight, &c.
1577	8	B. D. Heriot	----do	464 77		Freight.
1581	19	A. E. Maxwell	----do	6,936 71		Do.
1580	19	G. R. Griswold	Purser	1,269 45		Lighterage, travel, duties, &c.
1583	20	Jos. Smith	Navy agent	32,631 91		Salaries, freight, &c.
1584	20	E. R. Thompson	Commander	77 84		Travel, &c.
1585	23	B. J. Cahoone	Purser	100 00		Do.
1588	March 2	J. F. Steele	----do	42 32		Postage, &c.
1593	5	J. K. Harwood	----do	314 60		Travel, freight, stationery, &c.
1595	6	R. P. Ashe	Navy agent	136,897 69		Office rent, salaries, stationery, &c.
1596	6	Jos. Wilson	Purser	5,485 52		Labor at yard, &c.
1598	12	George N. Sanders	Navy agent	33,278 20		Freight, stationery, &c.
1601	15	J. M. B. Clitz	Lieutenant	142 00		Travel.
1602	15	H. F. Wendell	Navy agent	5,260 87		Salary, rent, freight, &c.

1603		16	Levi D. Slamm	Purser	11,724	86	Mechanics' pay, &c.
1604		16	J. J. Cornwell	Lieutenant	125	00	Travel.
1605		25	J. G. Harris	Purser	15,961	33	Labor at yard, pilotage, &c.
1609		31	J. C. Eldridge	do	1,135	56	Pilotage, travel, postage, &c
1612	April	2	Baring Bros. & Co	Navy agents	3,265	74	Commissions.
1617		6	Jos. Smith	Navy agent	20,621	96	Salaries, postage, freight, &c.
1623		13	Josiah Tattnall	Captain	25	49	Postage, &c.
1624		14	H. Myers	Purser	3,220	05	Postage, boat hire, &c.
1625		15	G. N. Sanders	Navy agent	29,282	84	Freight, travel, salary, &c.
1627		16	G. H. Ritchie	Purser	680	25	Pilotage, travel, and postage.
1629		22	S. A. Cole	Acting purser	17,214	72	Loss on bill of exchange, &c.
1630		22	W. Badger	Navy agent	18,624	32	Travel, freight, stationery, &c.
1632		26	J. F. Steele	Purser	25	86	Postage, &c.
1633		27	J. Y. Mason, jr.	do	13,748	58	Mechanics' pay, &c.
1636		29	H. G. S. Key	Navy agent	8,210	44	Freight, postage, &c.
1640	May	1	George Loyall	do	12,199	55	Do.
1644		6	A. E. Watson	Purser	8,225	66	Labor at yard, postage, travel, &c.
1643		5	J. E. De Haven	Lieutenant	146	50	Travel.
1646		7	H. F. Wendell	Navy agent	4,695	60	Travel, freight, postage, &c.
1648		8	D. McDougal	Commander	616	25	Travel, &c.
1650		10	J. G. Harris	Purser	10,900	99	Pay of mechanics, &c.
1652		11	A. E. Maxwell	Navy agent	4,536	88	Freight, witness fees.
1654		13	A. J. Watson	Purser	12,983	09	Mechanics' pay, &c.
1657		14	W. Jenkins	Acting purser	5	67	Postage, &c.
1660		15	G. F. Cutter	Purser	5,117	07	Mechanics' pay, &c.
1665		18	R. P. Ashe	Navy agent	117,242	24	Freight, salaries, &c.
1669		25	J. Y. Mason, jr.	Purser	9,542	14	Mechanics' pay, &c.
1674	June	2	J. Smith	Navy agent	27,577	98	Office rent, freight, &c.
1679		4	G. N. Sanders	do	28,368	87	Do.
1680		8	Levi D. Slamm	Purser	6,184	74	Mechanics' pay, &c.
1681		9	H. G. Key	Acting purser	50	00	Pilotage, &c.
1682		10	T. R. Ware	Purser	49	31	Pilotage, postage, &c.
1683		10	F. C. Chase	Consul	58	80	Boat hire.
1687		15	C. J. Fontaine	Naval storekeeper	346	77	Rent, &c.
1694		21	A. J. Watson	Purser	2,720	94	Mechanics' pay, &c.
1695		24	J. V. B. Bleecker	do	25	40	Postage, &c.
1699		24	G. R. Bacon	Acting purser	1,378	33	Pilotage, postage, &c.
1703		24	C. S. McDonough	Lieutenant	66	50	Travel.
1704		26	A. Greenleaf	Navy agent	95,504	09	Freight, travel, salaries, &c.

No. 15—Continued.

No. of account.	Dates.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1858.					
1711	June 29	C. C. Emery	Purser	$56 69		Travel, &c.
1712	29	B. D. Heriot	Navy agent	476 48		Freight, stationery, &c.
			Total	1,336,607 68	$39,203 94	

TREASURY DEPARTMENT, *Fourth Auditor's Office, December* 6, 1858.

A. J. O'BANNON.

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, *December* 4, 1858.

TO THE PRESIDENT OF THE UNITED STATES:

SIR: I have the honor to submit the following report of the operations and business of the Post Office Department since my communication to you of 1st December last.

EXPRESS MAIL AGENTS.

In my last annual report allusion was made to improvements which were expected to result from the employment of express agents to accompany mails on the great routes from New York, Philadelphia, and Baltimore, westward.

Such service has now been in operation long enough to demonstrate that its importance was not over-estimated. Agents start with the great mails morning and evening from New York for the west—the latter going through without change to Cincinnati; the former to Cleveland—and being held to strict accountability for all mail bags placed under their charge.

Similar agencies are established between Cincinnati and St. Louis; and those between Baltimore and Cincinnati and Philadelphia and Cincinnati, referred to last year, have continued in successful operation. The latter route is just changed so as to make Chicago, instead of Cincinnati, a terminus; and the express mails will be conveyed through in about thirty-six hours between Philadelphia and Chicago. The Cincinnati mails for the Philadelphia route will be in charge of the New York express agents between Crestline and Cincinnati.

The advantages of keeping mails under the constant supervision of the agents of this department, for the longest distances practicable to be run, are so apparent that some of the usual shorter routes for agents in different sections have been consolidated, and further changes of this sort will be made from time to time, as far as consistent with the proper assortment of mails for way offices; while it may also be found necessary to increase the number of express routes for delivering closed bags, without reference to the exchange of mails between the smaller offices.

The number of such bags, already very great, must be multiplied more and more, in order to avoid the delays incident to distribution on the way between remote points; and nothing short of the undivided attention of agents directly responsible to this department can insure for the mails such regularity and safety as the public have the right to expect. The government, having by law the monopoly of the mail

service, should spare no efforts or expense to place it above the reproach which has attached to it of being behind individual enterprise as to certainty and speed, and less adapted to the wants of trade and commerce in their widely extended ramifications, which can only be satisfied with a mail system combining all possible elements and appliances to make it perfect, as far as human agency can be effective to that end.

NEW YORK AND NEW ORLEANS ROUTE.

On the 1st day of July last an arrangement took effect by which mails were to be conveyed between Washington and New Orleans in four and a half days, by way of Richmond and Lynchburg, Virginia, Bristol, Knoxville, Chattanooga, and Grand Junction, Tennessee, and Jackson, Mississippi, all by railroad, with the exception of a gap of ninety miles in Mississippi, between the unfinished portions of the Mississippi Central railroad, which is supplied by stage service. So far as the time is concerned, coming north, (from New Orleans to Washington,) the whole service has lately been performed with but few interruptions, although in the beginning there were some unexpected difficulties connected with the stage portion of the route. Going south, the schedule contemplated the running of cars by night from Canton to New Orleans; but the early appearance of the yellow fever, as an epidemic, and its great virulence, interposed a serious obstacle in the way of this service, the railroad company considering it ruinous to their interests to approach the infected district, except during the day time. The mails were thus necessarily delayed over night (12 hours) at Canton, and delivered in New Orleans twelve hours behind the stipulated time. Assurances have, however, been given that such delay shall no longer continue, and it is not doubted that the contract schedule will soon be fully complied with, insuring the delivery of mails from Washington at New Orleans within four and a half days.

The parties to the foregoing arrangement have further stipulated that from and after 1st July next the time shall be reduced twenty-four hours, making the communication between Washington and New Orleans in three days and a half, or between New York and New Orleans within four days.

The mail service in general between New York and New Orleans during the past year, has been rather more exempt from the delays and irregularities by which it has usually been characterized, and there is scarcely a doubt that very great improvements will be effected during the next year by the completion of a *continuous* and *direct* railroad connexion through Virginia, Tennessee, and Mississippi; that is, via Gordonsville (instead of Richmond) to Lynchburg; thence to Knoxville, Tennessee, and direct to Chattanooga, (omitting Dalton, Georgia,) thence to Grand Junction, and over the Mississippi Central and New Orleans, Jackson and Great Northern railroads.

I last year referred to routes established by law, and advertised by this department, from Cedar Key, Florida, to New Orleans, and from Fernandina, Florida, to New York, in steamers, as being designed,

in connexion with a railroad in course of construction across the peninsula of Florida, from Fernandina to Cedar Key, to constitute a new route from New York to New Orleans, with a view to the speedier and more certain transmission of the great northern and southern mails. I communicated proposals which had been received to convey mails between New York and New Orleans in five days, coupled with the condition that no pay would be demanded for any trip not performed within that time, and called attention to the subject as one of vast public interest. My views of this new route remain unchanged; but owing to the unfinished condition of the railroad, as well as the large expenditure of money involved, no progress has been made in the negotiations on the subject.

ST. LOUIS AND NEW ORLEANS MAIL.

The hope was indulged last year that before this time railroad connexions would be so nearly completed that the great *through* mails between Cairo and New Orleans would be conveyed much more expeditiously and regularly than can be done, in the nature of things, by steamboats.

This improvement has not yet been effected, but information has been received within a few days which renders it certain that the railroad communication will be opened before the end of this year.

Anticipating this state of things, the Department, at the lettings of contracts, divided the Mississippi river routes as follows:

From St. Louis, *via* Cairo, to Memphis, three times a week.

From Nashville, *via* Cairo, to Memphis, three times a week; the two routes running on alternate days, making six trips weekly each way between Cairo and Memphis.

From Memphis to New Orleans, six times a week, with one additional weekly trip between Memphis and Napoleon, and four additional weekly trips between St. Francisville and New Orleans.

The cost of the mail service by these routes between Cairo and New Orleans is $262,618 *per annum*, which amount, compared with the cost of the steamboat service in operation up to 30th June last between the same points, ($432,333,) shows a saving of $169,715 *per annum;* and it is peculiarly gratifying, in view of the great reduction of cost, to state, as I am enabled to do, that the new service is in all respects more satisfactory than the old. It is performed with the utmost possible regularity, and affords every facility that can be reasonably expected by the people who are directly interested in the Mississippi river mails.

The shortest time by the river between Cairo and New Orleans has been four days.

The anticipated railroad service, *via* Jackson and Grand Junction, Tennessee, and Canton, Mississippi, will probably be performed in two days each way, and at a cost of about $112,425 *per annum*. This sum, added to the expense for the river mails under the new contracts, commencing 1st July last, ($262,618,) makes for both the land and river routes $375,043 *per annum*, leaving still a net gain of $57,290 *per annum* over the cost of the river lines alone up to 30th June last.

OVERLAND MAIL ROUTE.

At the last session of Congress I reported fully the steps that had been taken to carry into execution the act of Congress, approved 3d March, 1857, authorizing the Postmaster General to contract for the conveyance of the entire letter mail between the Mississippi river and San Francisco.

The contract was executed on the 16th September, 1857, and service commenced within the twelve months, namely, on 15th September, 1858, agreeably to the provisions of said act.

The department is happy to announce its conclusive and triumphant success. Its departure and arrival were announced with unbounded demonstrations of joy and exultation. I submit a detailed report of Mr. Bailey, the agent of this department, who came over in the first line of stages which left San Francisco for St. Louis. It will be an important document, not less instructive at the present time than it may be interesting and curious to those who, in after times, may be desirous to know by what energy, skill, and perseverance the vast wilderness was first penetrated by the mail stages of the United States, and the two great oceans united by the longest and most important land route ever established in any country.

TEHUANTEPEC ROUTE.

By an act of Congress of March 3, 1855, a route was established from New Orleans, by the Isthmus of Tehuantepec, to San Francisco. It was advertised for the next regular lettings of contracts in the spring of 1856, but no bids were received.

In December, 1857, the same route was re-advertised. Only one proposal was received, and that was for semi-monthly service, at $286,000 *per annum*. It not having been accepted, negotiations were opened by the bidders with the department, which resulted in making a contract, on June 8, 1858, with the Louisiana Tehuantepec Company, on the following terms, viz:

To convey mails from New Orleans, by Minatitlan, Suchil, Ventosa, and Acapulco, to San Francisco, twice a month, and back, in safe and substantial steamers between New Orleans and Minatitlan; in safe and substantial *river* steamers between Minatitlan and Suchil, and in post coaches or good covered spring wagons between Suchil and the Pacific: the residue of the route to San Francisco in steamers, the pay to be at the rate of $286,000 *per annum*, with the understanding that the mails may be exchanged with the line between Panama and San Francisco, at or near Acapulco, without change of pay; and with the further understanding that the mails may be exchanged with the aforesaid line at Ventosa, or other port within a short distance of that place, at the annual compensation of $250,000. Service to commence at any time between the first day of October and the first day of November, 1858, and to terminate on the thirtieth day of September, 1859. Each trip to be performed in fifteen days.

The service actually commenced on the 27th of October, 1858, under auspices which, it is believed, promise complete success.

Besides being an additional channel of communication with California, which may tend to bring about competition at a future letting of contracts for the whole mail service between the two oceans, this route affords to certain sections of the Union the advantage of six days' closer connexion with California than has heretofore been enjoyed. As far north or east as New York it has the advantage of one day; and in cases of emergency, by using the telegraph, that city, equally with New Orleans, may communicate with the Pacific coast six days after the departure of the Panama line.

This contract was made in pursuance of suggestions in the following letters, addressed to the Hon. William H. English on the 24th and 25th of May last, in response to inquiries made on the subject:

POST OFFICE DEPARTMENT,
Washington, May 24, 1858.

SIR: In reply to your communication of the 20th instant, I have the honor to state that no contract has been entered into with any party or parties to carry the California mails by the Tehuantepec route. Applications for such a contract having been repeatedly made verbally, and perhaps in writing, the department advertised for proposals, which may be seen in the printed pamphlet of proposals for Louisiana, page 51.

Having advertised for proposals on this line, and received one or more bids on it, the department, after taking suitable time for deliberation, has come to the conclusion to establish mail service thereon from New Orleans, *via* Tehuantepec, to Acapulco, provided a satisfactory contract can be made for that purpose. The service is not proposed to be put on further than to Acapulco, because the present line of steamers from Panama to San Francisco always touch at Acapulco, and can take on the New Orleans mail and passengers. It is not, however, proposed to make the first contract for a longer period than one year from the 1st of Oc ober next, so that this contract and the one from New York to Aspinwall may expire at the same time. In the course of this year the practicability of the Tehuantepec route may have been fully tested, and its capability to furnish the shortest, cheapest, and safest mail route to California fully demonstrated. The department, by simultaneous expiration of the contracts on these two routes, will be enabled to determine which one to select, or whether to keep up both, accommodating the mails and the passengers from New York and New Orleans, respectively, but paying each according to the amount of mail service rendered.

It is alleged that by starting this line from New Orleans correspondence from the Atlantic side will be received nearly one week later than at present, and from California to the Atlantic States in like proportion. That is to say, that whilst letters sent from Boston and New York to California by Panama would reach Acapulco about — days after they had been written, others sent from New Orleans, *via* Tehuantepec, to Acapulco, would reach there in about — days; thus

practically furnishing nearly a weekly mail, instead of a semi-monthly communication as at present.

The terms of the contract are not yet definitely settled, and therefore cannot be set forth; but the department does not anticipate much difficulty in being able to obtain the service on reasonable and satisfactory terms.

The authority of this department to make such a contract may be found in the 2d section of the act of March 3, 1851, which the Postmaster General considers ample and undoubted.

Serious doubts have been expressed as to whether the road has been yet or will be made in time sufficient for the performance of the contemplated service. The department, however, will take care in making any contract to provide that where there is no service there shall be no pay, and that no fines or forfeitures shall be remitted for failures arising from want of a suitable road, or from obstacles presented by the insufficiency of the river navigation, or of the bays at either terminus of the transit. If, therefore, the river, bay, or road shall not be sufficient, the contractors, not the government, will be the losers by it.

The Tehuantepec route has long been a favorite one with the government and people of the United States. No opportunity has been lost in endeavoring to secure it Having at last secured it by the terms of the Gadsden treaty, and a reasonable probability now existing that the route has been or will in a short time be placed in a condition to receive the service, the department sees no good reason why it should not enter on the enjoyment of those advantages so earnestly desired and so long anticipated by the people and government of the United States.

In proposing to make this contract the Postmaster General does not intend to decide any controversy which now exists or may hereafter arise between rival claimants under the grants or decrees of the Mexican government. Who are the true owners of the right to make the road is left to the proper tribunals to determine.

It is enough for the department that parties of undoubted responsibility, claiming to be in possession of the road and to be the lawful owners of it, have proposed to perform the desired service. If in this there shall be any mistake, the contract with the parties will terminate with their loss of the road, and the department be as ready to contract with the successful claimants as with the present ones. In any point of view it would seem to be the interest of the true owner of this right, whoever he may be, that this contract should be made. It will materially aid in the early completion of the road, and furnish the assurance that after the United States shall have entered on it in the transmission of her mails, no wanton or illegal revocation of the right would be tolerated.

The department, in arriving at the conclusion that the time had come when the mail service of the United States ought to be placed upon this new and additional route, has not been influenced in the slightest degree by mere geographical partialities. Rightly considered, there are no rival and separate interests of the north or northeast to be prejudiced by the establishment of this route.

If it be shorter, safer, and more expeditious than other routes, it can and will be adopted by the people of that portion of the United States, both for postal and travelling purposes, as freely and fully as by those of the west or southwest. If it present no such striking advantages, then more southern transits, such as Panama, Chiriqui, and Nicaragua, will continue to be used by all the northern or northeastern portion of the Union, whilst that of Tehuantepec would probably be used by the people of the western or southwestern States, whose geographical *positions* render it to them the most desirable transit.

I am, very respectfully, your obedient servant,

AARON V. BROWN.

Hon. WILLIAM H. ENGLISH,
Chairman Committee Post Offices and Post Roads.

POST OFFICE DEPARTMENT, *May* 25, 1858.

SIR: In addition to what was submitted to you on yesterday in favor of now establishing the Tehuantepec route to California, I beg leave to say that, in one point of view, the whole nation as a unit may become deeply interested in the successful establishment of this route.

Tehuantepec is nearer to us, and lies within the Gulf of Mexico, which is destined to be hereafter an *American sea*, over the whole of which the United States must exercise, from overruling motives, a distinct and masterly control. It is therefore fair to conclude that a transit across Tehuantepec in time of war could and would be more easily and certainly protected from falling into the hands of an enemy than any more distant one.

In coming to the conclusion to establish this additional mail line, the department has not permitted considerations of the personal interest of individuals on other lines to deter it from action. Those who embarked their means in the construction of a railroad across the Panama route knew that they had to encounter the advantages of the Chiriqui transit, with all the superiority which deep and tranquil harbors on both oceans conferred upon it. They knew, also, that the Nicaragua lake would raise up against them a most formidable competition. All who embarked in *any* of these Central American lines also knew that Tehuantepec, by its contiguity to the territory of the United States on both oceans, and its more defensible position, must, in some future day, become an object of peculiar interest to the American people. All this they knew, and must, therefore, be presumed to rely for successful investment on no implied obligation on the part of the government not to favor the construction of any other passway across the Isthmus which time and future discovery might show to be more convenient and useful.

Those who have embarked their means in the construction of this road over Tehuantepec have had to encounter the subsequent establishment of many overland routes to California, which must necessarily be more or less detrimental to their interest. Monopolies on none of these transit routes, either across the Isthmus or on the main land, ought ever to be encouraged or even tolerated. The United States

have never sought to make them such. In every right of transit which they have either sought or obtained they desired no exclusive privileges for themselves. They have always regarded the right of way over that narrow strip of country which unites the two American continents as a great public necessity, and which must, therefore, be enjoyed by all the civilized and commercial nations of the earth. It must be on this necessity, that a large portion of the world is compelled to have transit over all these routes, that individuals who embark their means in their construction must rely for the success of their investment. Fortunately for them, there is more danger that, after all, there will be too few, instead of too many, of these great thoroughfares to meet the wants of mankind. The two American continents stretch themselves out in so long a line north and south that they intercept the commerce, the travel, and the correspondence of more than half the habitable globe. The sail has given way to the steam vessel, and the passion for expedition demands the most direct passage in the shortest possible time. The department but yields to this universal temper of the age when it establishes this line from New Orleans by Tehuantepec to California. The passengers from the southern and southwestern States, who desire to go to California, will no longer be required to go hundreds of miles in the wrong direction in order to start for California, but, going to their own natural emporium, New Orleans, start out direct and make the journey in nearly half the time and with half the expense now required. So of all correspondence to and from the same region of country.

This *exposé* of my reasons and views became necessary in consequence of my avowal, in the early part of this letter, that, although I had not closed the contract, yet I had concluded to do so, and that nothing remained but the adjustment of the terms of it.

With this apology for the length of this communication, I remain your obedient servant,

AARON V. BROWN.

Hon. WILLIAM H. ENGLISH,
Chairman Committee Post Offices and Post Roads.

UTAH ROUTE.

The routes between St. Joseph, Missouri, and Salt Lake City, and between Salt Lake and Placerville, California, have been so improved, that the trips through from St. Joseph to Placerville, and back, are performed once a week in thirty-eight days each way.

For some months past this service has been performed with remarkable regularity, insomuch as to merit special commendation.

It has received from the people of California the warmest applause, and called forth public demonstrations of a most enthusiastic character.

By act of Congress of August 3, 1854, a mail route was established from Neosho, Missouri, to Albuquerque, New Mexico; and on March 3, 1855, a route was established from Independence, by Albuquerque, to Stockton.

These routes were advertised in December last, at the urgent solici-

tation of citizens interested in that section of country, and contracts were entered into with the lowest bidders for conveying mails from Neosho to Albuquerque, once a month, and back, at $17,000 *per annum*; and from Independence, by Albuquerque, to Stockton, once a month, at $80,000 *per annum*.

Service commenced on the 1st of October last, and, although sufficient time has not elapsed to allow of reports as to its progress, there is every reason to believe that the contracts will be fulfilled, and the mails conveyed to the satisfaction of the department and the public.

THE EXPENSES OF THE DEPARTMENT.

The expenses of the department, over and above its revenues, have regularly increased ever since the reduction of postages.

It would, however, be obviously erroneous to suppose that this charge upon the Treasury is to progress in a ratio proportionate to what it has been for the last few years. Our postal system is now extended over the whole country from one ocean to the other. There can be but little further expense resulting from overland connexion with California and the other Pacific States and Territories. Except one other route, commonly called the northern route, from St. Paul, in Minnesota, to Seattle, in Washington Territory, no other is now thought of as being likely to become necessary. The estimate for the transportation of the mails for the next fiscal year, 1859–'60, when completed, over and above the anticipated revenues, may therefore be regarded as the maximum which will probably be required for some time to come.

If, however, Congress in its wisdom shall not be willing to see such an amount made chargeable to the Treasury in future, the following suggestions, as to the means of keeping the expenses within the revenues of the department, are respectfully submitted:

An act of Congress should be passed explanatory of the act of March 3, 1845, which makes it "the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mails, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." And to make the law more emphatic, it should provide that the Postmaster General shall not in any case whatever accept a bid for mail service having any reference to the conveyance of passengers or freight of any kind other than regular mail matter.

The effect of such legislation would be to substitute stages with two horses on routes where four-horse coaches are now employed, while stages in their turn would give place to the buggy, and, indeed, oftentimes to horseback conveyance. In the few cases where four-horse vehicles would be necessary, on account of the large amount of mail matter, the difference between the cost of passenger coaches and the plainer and cheaper wagon, sufficient for conveying the mails, would be very considerable, and so, also, a proportionate saving would result in the case of stages when changed to a plainer and cheaper conveyance of equal capacity.

If the whole transportation of the mails were thus arranged, by means of what are commonly called and known as "Star bids," it would accomplish a reduction in the transportation account of probably one million of dollars per annum.

The entire discontinuance of four-horse and two-horse mail coaches would not necessarily follow; for wherever the number of passengers would make it profitable, contractors would still employ coach service. Whenever the travel on any route offers no such inducement, there exists no obligation on the part of government to pay an extra sum for mail service in order to promote the convenience of travellers.

The rapid extension of railroads has contributed most largely to swell the expenditures of the department. Wherever a new road is opened it becomes necessary to convey mails on it, and almost invariably at a rate of pay far above that on coach routes, while, in many instances, the latter must be continued or other service provided for the offices which are not reached by the railroad, thus doubling the expense.

As an example, it may be stated that the railroad service between Cumberland, Maryland, and Wheeling, Virginia, including route agents and mail messengers, now costs..... $44,995 per annum.
Service is also necessary on the old stage route at 5,900 per annum.

Total..... 50,895 per annum.
Before the completion of the railroad the highest pay for conveying the through mail on this route was..... 27,600 per annum.

Increase..... 23,295 per annum, or nearly 100 per cent.

But if it be desired to relieve the Treasury from the requisitions upon it for the service of this department, it will be necessary not only to reduce expenses by disconnecting the mails from the transportation of passengers and freight, but to increase the revenue by the imposition of rates of postage approaching more nearly the value or cost of transportation and delivery of letters and printed matter. A move in this direction was made at the last session of Congress by the introduction of a bill in the Senate having for its chief objects the raising of the three-cent rate upon letters to five cents, and the abolition of the discount now allowed by law for the payment of newspaper and pamphlet postage quarterly or yearly in advance.

It is believed that the effect of this bill would be to raise the revenue from postages about $3,500,000, without taking into view the provision it contains in relation to the transmission of public documents. The immense masses of heavy books and documents sent through the mails to all parts of the country devolve a very considerable expense upon the department for larger means of transportation than would be required for the ordinary mails. This expense, it is true, is compensated, in part, by the annual appropriation of $700,000 from the Treasury by the acts of March 3, 1847, and March 3, 1851; but this allowance is not believed to be one-half of what such matter would amount to if charged with postage.

The discontinuance or modification of the franking privilege having

been suggested by several of my predecessors as a means of increasing the revenue, I shall not now notice the subject further than to present for consideration such a modification of it as it appears to me can be readily adopted without subjecting members of Congress to the charge of postage on their personal or official correspondence. It is proposed that in lieu of the franking privilege now allowed by law to members of Congress, the Secretary of the Senate, and the Clerk of the House, or such other officer as may be designated for the purpose, furnish the members with postage stamps to be used on all letters, public documents, and packets transmitted by them in the mails, and keep an account of the stamps furnished to each member, to be paid for out of the contingent fund of each House. It is further proposed that all letters and packets, except newspapers addressed to members of Congress, shall be prepaid at the mailing office. In this way the department would be compensated for the service rendered without a resort to the inconvenience of keeping daily minute accounts of the postage chargeable on such mail matter.

It is evident, on the slightest reflection, that the whole theory on which the Post Office Department was originally founded has been in a great measure departed from. Its great function, for many years, was the transmission of mail matter proper, such as letters, newspapers, and light pamphlets, from one part of the country to another. The idea of the government becoming a common carrier of persons and merchandise was never entertained. But what is the transmission of the immense mass of book-matter, amounting annually to hundreds of tons, but merchandise, whether sent from private book establishments or from the two houses of Congress? In a single instance the transmission of the books, &c., of one member (from Utah) has cost the department between six and seven thousand dollars. Why cannot these be forwarded under the direction of the Secretary of the Senate and Clerk of the House, either by the ordinary modes of conveyance, or by the application of postage stamps as on other mail matter? Another consideration forcibly presses itself on the mind in relation to this department. Many ocean steam-lines have been established, not really to meet the postal wants of the country, but to give aid and assistance to our growing and expanding commerce. The department could have no returns in postages that would at all compensate for their expensiveness; still, as it was of the first importance to commerce and agriculture to have such lines, the duty of establishing them, it was thought, had as well be devolved upon the Post Office Department as on any other.

The great necessity and propriety of establishing connexion with our distant possessions on the Pacific, both by sea and land, was universally acknowledged. The route by Panama has never repaid in postages half its expense; yet the nation has been, in her trade and commerce, remunerated a thousand fold. So of the great overland routes, the main one of which has been established by the express enactment of Congress. None of the latter can ever make postal returns at all proportionate to their cost; but through their agency nearly one-half of our republic will be developed in its agricultural and mineral resources. Other references might be made clearly show-

ing that the Post Office has of late years been made the instrument of accomplishing many things of great national importance not within its original scope and purpose of merely sending letters and newspapers from one place to another. It is not fair, therefore, to measure its usefulness by the mere receipt of postages, nor to complain that in accomplishing great and lasting benefits to the commerce, to the settlement and security of the country, it has brought some charge on the Treasury beyond its contributions. The other departments subsist wholly on the Treasury, bringing no returns whatever into it. Why then should it be thought strange that the Post Office Department, when charged with opening new sources of commerce to the merchants, new markets for our agricultural products, and placing our government and people in direct and independent communication with the other nations of the earth, should not be able to accomplish these great results upon a three-cent postage on letters, and on printed matter almost no postage at all?

The exact principle of justice on this whole subject I conceive to be, that, in conducting its ordinary business of transmitting correspondence, it should be thrown entirely on its own revenues. But whenever any service, on the sea or on the land, is required of it, mainly, if not exclusively, for national objects—such as the extension of our commerce, the spread of our population, and the development of the various resources of our country—the cost thereof, in all fairness, ought to be borne by the national treasury. These national purposes, if accomplished through the action of the Navy and War Departments, as they might be, would necessarily fall on the national treasury. What difference, then, should there be in this respect, when the same duties are superadded to the Post Office Department, whose rate of postages, its only means of raising revenue, has been adjusted for very different purposes? It is in the light of this distinction that the operations of this department ought to be examined. It is no longer a machine composed of horses, stages, and mail bags, for the transmission mainly of the private correspondence of individuals; it has become the great pioneer of civilization and progress; it is the agent of commerce and intelligence; it visits every town and city; it comes home to almost every domicil of the country; and its high mission of individual and national usefulness ought not to be diminished by any misapprehension of its true character and functions. Applying these general remarks to the precise question of the present rate of postage, I feel bound to say that the last reduction below five cents and the discount allowed on the already greatly reduced rates on printed matter have greatly curtailed the usefulness of the department in extending our mail service with that celerity, frequency, and uniformity to all parts of our country which the spirit of improvement in every department of business and of social life so earnestly demands. There are many portions of the United States which have not yet received satisfactory mail facilities, and are not likely soon to do so with the present inadequate means of the department.

In a compact and dense population the present rate might bear some reasonable proportion to the actual cost of transportation; but in a widely extended country, like the United States, now reaching

from one ocean to the other, and in many portions of it thinly populated, three cents would seem to be altogether insufficient to meet the actual expense incurred by the government in sending forward the letters. Heretofore our entire California correspondence has been conducted at ten cents, it being over 3,000 miles by the Panama route. Since the establishment of our various overland routes, however, all our great cities of the valley of the Mississippi are brought within the 3,000 miles, and therefore will pay the inadequate postage of only three cents. It is not likely that the people of the Atlantic States, and especially of their large cities, will be willing to pay ten cents on their extensive correspondence to California, Washington, and Oregon, whilst those in the Mississippi valley will have to pay only three cents. To avoid this source of dissatisfaction and the practical inconvenience of having different rates, regulated by distances, it is respectfully submitted to the superior wisdom of Congress whether one uniform rate of five cents for all distances would not enlarge the usefulness of the department, diminish, if it did not entirely prevent, such heavy drafts on the Treasury, and best promote the interest and convenience of the people.

In relation to the franking privilege, it is impossible to tell to what extent it is abused—not often, it is to be hoped, by those to whom it is allowed by law, but by others, who take the liberty to sign their names under some pretended authority to do so, or under no authority at all. It is impossible for the 28,000 postmasters of the United States to judge of the genuineness of the signatures, and therefore they can do nothing to prevent abuses. In times of national as well as State elections, the Post Office conveyances are literally loaded down with partisan documents, for which it is evident somebody should pay, if it is expected that the department should even approximate its own support. Now, if it be desired by Congress that all these documents be transmitted at public expense, let the stamps be furnished and charged to members who frank them, so that Congress may keep watch over the privileges granted to their own members and prevent abuses which this department has no power to detect.

NUMBER OF POST OFFICES.

The whole number of post offices in the United States on the 30th June last was 27,977, of which 400 are of the class denominated presidential. The number established during the last fiscal year was 2,121, and the number discontinued 730, being an increase of 1,391. The number of postmasters appointed during the year was 8,284. Of these 4,595 were to fill vacancies occasioned by resignation, 998 by removals, 278 by deaths, 292 by change of names and sites, and 2,121 on establishment of new offices. The whole number of offices on the 1st of December, 1858, was 28,573.

TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 8,296 mail routes The number of contractors was 7,044.

The length of these routes is estimated at 260,603 miles, divided as follows, viz:

Railroad	24,431	miles.
Steamboat	17,043	"
Coach	53,700	"
Inferior grades	165,429	"

The total annual transportation of mails was 78,765,491 miles, costing $7,795,418, and divided as follows:

Railroad, 25,763,452 miles, at $2,828,301; about eleven cents a mile.

Steamboat, 4,569,610 miles, at $1,233,916; about twenty-seven cents and two mills a mile.

Coach, 19,555,734 miles, at $1,909,844; about nine cents and eight mills a mile.

Inferior grades, 28,876,695 miles, at $1,823,357; about six cents and three mills a mile.

Compared with the service reported on 30th June, 1857, there is an addition of 18,002 miles to the length of mail routes; 3,859,424 miles to the total annual transportation, being about 5.11 per cent., and of $1,173,372 to the cost, or 17.46 per cent.

The aggregate length of railroad routes has been increased 1,901 miles, and the annual transportation thereon 1,495,508 miles; 6.05 per cent.; at a cost of $268,454, or 10.44 per cent.

The length of steamboat routes is greater by 1,798 miles, and the annual transportation 51,491 miles, costing $241,918 additional, or 1.10 per cent. on transportation, and 24.38 per cent. on the cost.

The addition to coach routes is 4,371 miles in length, 464,804 miles in annual transportation, or 2.43 per cent., and $499,018 in cost, or 35.37 per cent.

The additional length of inferior routes is 9,932 miles; the additional annual transportation 1,847,621 miles, and the additional cost $163,982; being 6.83 per cent. in transportation, and 9.87 per cent. in cost.

Appended to this report is a table (marked A) showing in detail the mail service of every grade, as existing in each separate State and Territory, on the 30th June last.

Also a table (marked G) showing the *increase* or *decrease* in the several grades of service, and their cost, in each State and Territory, during the last fiscal year, together with a detailed statement of routes on which improvements have been made and additional expense incurred, (marked H.)

The lettings of new contracts for the term commencing 1st July last embraced twenty-one States and Territories of the northwest, west, and southwest, including California, New Mexico, Utah, Oregon, and Washington.

The following table shows the new service, as in operation on the 30th September, including the overland mail route from St. Louis and Memphis to San Francisco, also the route from New Orleans *via* Tehuantepec to San Francisco.

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad	8,603	8,972,850	$1,022,437
Steamboat	16,146	3,321,462	1,361,758
Coach	40,055	13,933,727	2,580,460
Inferior modes	115,547	18,997,016	1,520,555
Total	180,351	45,225,055	6,485,210

Compared with the service on 30th June last in the same States and Territories, the length of routes is increased 27,973 miles; the annual transportation thereon 9,026,666 miles, and the cost $2,243,156. Divided as follows, to wit:

	Length.	Annual transportation.	Cost.
Railroad	676	807,047	$271,168
Steamboat	6,291	456,590	337,558
Coach	11,861	5,485,946	1,288,814
Inferior modes	9,145	2,277,083	345,616
Total increase	27,973	9,026,666	2,243,156

The statement, hereto appended, marked H, shows the routes on which the additional expense was incurred.

On the 30th of June last there were in the service	
440 route agents, at a compensation of	$334,750 00
28 express route agents.....do	28,000 00
23 local agents .....do	29,989 00
1464 mail messengers .....do	184,634 41
Making a total of	577,373 41
This amount, with the increased cost of service under new contracts commencing on the first of July	2,243,156 00
Added to the cost of service as in operation on 30th June last	7,795,418 00
Makes the total amount for the current year	10,615,947 41

REVENUE AND EXPENDITURES.

The expenditures of the department in the fiscal year ending June 30, 1858, amounted to		$12,722,470 01
For transportation of *inland* mails, including payments to route agents, local agents, and mail messengers		$7,821,556 83
For transportation of *foreign* mails, to wit:		
New York to Liverpool	$33,758 48	
New York to Bremen	100,585 93	
New York to Havre	99,828 19	
Charleston to Havana	60,000 00	
New Orleans to Vera Cruz	29,053 89	
Aspinwall to Panama	100,000 00	
Agency at Panama	1,270 85	
		424,497 34
Total		8,246,054 17
For compensation to postmasters		2,355,016 28
For clerks in post offices		918,272 73
For ship, steamboat, and way letters		16,613 38
For office furniture for post offices		2,927 70
For advertising		128,034 92
For mail bags		38,454 19
For blanks		106,277 76
For mail locks, keys, and office stamps		13,485 09
For mail depredations and special agents		73,527 01
For postage stamps and stamped envelopes		93,019 10
For dead letters claimed		98
For wrapping paper		50,229 67
For payments to letter carriers		174,038 10
For miscellaneous payments		193,544 02
For payments for balances due on British mails		282,406 17
For payments for balances due on Bremen mails		2,859 14
For payments for balances due on Hamburg mails		1,366 13
For payments for balances due on French mails		26,343 47
Total of expenditures		12,722,470 01

If there be added to the above $91 90 lost by bad debts, and the sum of $925 35 gained on the suspense account be subtracted, then the net amount of expenditures will be $12,721,636 56, as adjusted in the Auditor's Office.

The gross revenue for the year 1858, including receipts from letter

carriers and from foreign postages, amounted to $7,486,792 86, as stated below:

Letter postage, received in money	$904,299 13
Received for postage stamps and envelopes sold	5,700,314 03
Received for postage on newspapers and pamphlets	591,976 90
Received for postage for registered letters	28,145 16
Received for fines	85 00
Received on account of emoluments	80,644 96
Received from letter carriers	174,038 10
Received from dead letters unclaimed	3,410 66
Miscellaneous receipts	3,878 92
Total revenue	7,486,792 86

To the gross revenue above stated are to be added the permanent annual appropriations, amounting to $700,000 granted to the department by the acts of March 3, 1847, and March 3, 1851, for the transportation and delivery of free mail matter for Congress and the executive departments, thus making the whole revenue of the year amount to $8,186,792 86, which falls short of the expenditures, as adjusted on the Auditor's books, $4,534,843 70.

I beg leave to invite attention to the full and highly satisfactory report of the Auditor, hereto appended. From this interesting document, I derive the following brief synopsis of the financial operations of the department in the past fiscal year:

The balance standing to the credit of the department, on the books of the Auditor, on the 30th June, 1857, was	$1,163,886 05
The receipts of the department from all sources during the year 1858, including a gain of $925 35 on the suspense account, amounted to	7,487,718 21
The amount of the various appropriations drawn from the Treasury during the year was	4,679,270 71
Making the total of receipts	13,330,874 97
The whole amount of expenditures in the year, including $91 90 for accounts closed by bad debts, was	12,722,561 91
Leaving to the credit of the department on the 1st July, 1858	608,313 06

ESTIMATE OF RECEIPTS AND EXPENDITURES IN 1859.

Expenditures.

The aggregate sum appropriated by the act of Congress, approved June 14, 1858, for the service of the Post Office Department in 1859, exclusive of the transportation of foreign mails, of payments for foreign postages, and to letter carriers, was		$14,035,520 00
For the transportation of the mail between Charleston and Havana, act June 14, 1858		50,000 00
For the transportation of the mails over the Isthmus of Panama, act June 14, 1858		100,000 00
For the mail between New York and Havre, the postages as allowed by the 5th section of the act of June 14, 1858, estimated at		91,000 00
For payments of balances due to foreign countries, estimated		325,000 00
For payments of letter carriers, act March 3, 1851, estimated		175,000 00
Estimated expenditures in 1859		14,776,520 00

Means for 1859.

The balance standing to the credit of the department on the Auditor's books, on the 1st July, 1858, was	$608,313 00	
The gross revenue for the year 1859, including foreign postages, fees paid in by letter carriers, and miscellaneous receipts, is estimated at	7,786,080 00	
Of the appropriations made by the acts of March 3, 1847, March 3, 1851, and June 14, 1858, there is applicable to the expenses of 1859 the sum of	2,700,000 00	
Total means for 1859		11,094,393 00
Deficiency of means for the service of 1859		3,682,127 00

OCEAN AND FOREIGN MAIL SERVICE.

The aggregate amount of postage (sea, inland, and foreign) on mails transported from July 1, 1857, to February 19, 1858, by the steamers of the New York and Liverpool (Collins) line was $111,192 52, and by temporary steamships employed on same line during residue of the fiscal year, ending June 30, 1858, $41,637 13. making a total of $152,829 65 postages for the year. The postages by this line during the year ending June 30, 1857, amounted to $210 463 03.

The postages upon mails conveyed during the last fiscal year by the United States steamers of the New York, Southampton, and Bremen line, were $102,603 09, and by the New York, Southampton, and Havre line $105,923 26, being a decrease of $35,151 69 by the Bremen, and an increase of $7,973 21 by the Havre line, as compared with the previous fiscal year.

The amount of letter postages upon mails exchanged with Great Britain during the year ending June 30, 1858, was $802,771 64; with Prussia, $325,763 60; Bremen, $27,905 92; France, $205,826 42; Hamburg, $15,879 74; being a decrease on British mails of $71,423 11; on Prussian mails of $1,108 97; on Bremen mails of $24,177 07; and an increase on French mails of $164,638 23, and on Hamburg mails of $14,820 14, compared with the preceding year. Net increased letter postages on European mails, $82,749 22. The postal arrangements with France and Hamburg which have recently gone into operation have caused a diversion of much of the correspondence with the continent of Europe heretofore exchanged *via* England and *via* Bremen to the routes *via* France and *via* Hamburg, which accounts for the large decrease on British and Bremen mails during the past year.

The total postages on letter mails exchanged with Europe was $1,378,147 32. On mails sent to Great Britain, $380,180 58; to Prussia, $193,765 95; to Bremen, $11,866 36; to France, $101,414 66; and to Hamburg, $10,308 37. Total sent, $697,535 92. On mails received from Great Britain, $422,591 06; from Prussia, $131,997 65; from Bremen, $16,039 56; from France, $104,411 76; and from Hamburg, $5,571 37. Total received, $680,611 40. Total postages collected in the United States, $842,624 53; in Great Britain, Prussia, Bremen, France, and Hamburg, $535,522 79. Excess of postages collected in the United States, $307,101 74.

Total postages for the year from the New York, Aspinwall, and California lines, $306,747 47; from the Charleston and Havana line, $9,125 42; and from the New Orleans and Vera Cruz line, $4,359 37.

I regret that, since the expiration of the contracts for the Bremen and Havre lines, our ocean mail steamship service to Europe has not been established on any permanent basis. The ships of the New York and Liverpool line were withdrawn in the month of February, 1858, and no service has been performed under the Collins contract since that time. This contract being with the Navy Department, the Postmaster General had no control over it, and of course no power either to enforce fulfillment or to annul for repeated failures, as in the case of ordinary mail contracts. The temporary contracts for service to Southampton, Bremen, and Havre expiring on the 1st of June last, I was very solicitous, either that the trips upon the Collins line should be resumed, or that the contract should be declared at an end, so that by new arrangements I could secure the full number of weekly trips, by American vessels, necessary to alternate regularly with the ships of the Cunard line. Hence, soon after the adjournment of Congress, I sought to ascertain whether or not I could depend on the resumption of service under the Collins contract; but it was not until quite late in the summer that I could obtain any reliable information on the subject. At length a proposition was made to resume

the service, provided the ships could be allowed to make Portland, instead of New York, the American terminus of the line. This proposition was declined by the Navy Department, and, the contract still remaining in force, it was out of my power to engage other than temporary service by the single trip on that line, as authorized by a provision in the first section of the act of last session making appropriations for ocean steamship mails. This delay and uncertainty in respect to this line had the effect, also, independently of any other cause, to prevent the making of any permanent contracts for the other lines necessary to furnish the full number of trips required, and the result has been that all the service performed has been entirely of a temporary character. Upon the Collins line, up to the 30th of September, 1858, nine outward and seven inward trips have been performed for the sea postage on the mails conveyed, at an average sum of $5,379 per round trip, and five round trips for the sea and inland postage, amounting to $7,125 per trip. Upon the Bremen line, from June 1, 1857, to October 21, 1858, inclusive, fourteen outward and fifteen inward trips have been performed by Cornelius Vanderbilt for the sea and United States inland postage, averaging $8,621 per round trip; and upon the New York and Havre line, from June 1, 1857, to October 6, 1858, inclusive, the old contractors have made sixteen round trips on same terms, averaging $7,491 per trip.

The fourth section of the act of last session, above referred to, provides that "it shall not be lawful for the Postmaster General to make any steamship or other new contract for carrying the mails on the sea for a longer period than two years, nor for any other compensation than the sea and inland postages on the mails so transported;" and the fifth section of said act confines the compensation to the sea postage only, if the transportation is by a foreign vessel. Can the service be obtained on these terms? I believe it may be. If deemed expedient to employ foreign vessels, it is certain that parties now stand ready to take the mails for the sea postage. But shall this service be relinquished entirely to foreign steamers? and if not, will American lines contract under the existing law? Nothing is clearer than that it is for the interest of this government to employ American in preference to foreign steamers for the conveyance of our mails, if they can be secured on the terms authorized by law; but whether this may be done, is a matter of doubt. Save during the winter months, there would probably be no difficulty in getting the mails carried on these terms; but for a period so short as two years, it is hardly probable that contracts with American lines could be obtained to carry regularly the year round. To secure to such lines their due share of the postages, it is essential that perfect regularity should be observed in winter as well as during the other months of the year, by at least a weekly departure and arrival on either side. The want of regularity heretofore has had the effect to give the advantage to the British lines. The evidence is now before me, that of the correspondence, for instance, between the United States and Switzerland, out of 5,000 letters, 4,800 were transmitted by British vessels, owing, it is believed, mainly to the circumstance of the known regularity of these vessels in sailing on a given day. Why may not the same regularity be established and

maintained by American ships? Let this be done, and no good reason is perceived why they may not carry an equal proportion of the mails, the postage on which would afford a fair compensation for the service. This is susceptible of demonstration. For instance, the aggregate amount of sea and United States inland postages on the mails by the different lines of United States and foreign mail packets between the United States and Europe, for the year ending June 30, 1858, was $1,266,869. This, for semi-weekly service, would give an average of $12,181 the round trip, or at the rate of $633,434 per annum for the weekly service desired from an American line or lines, with the prospect of a steady increase from a constantly increasing trade and correspondence.

As calculated to furnish the requisite facilities of communication between Europe and the southern and southwestern States, the projected lines between Norfolk and England and between New Orleans and Bordeaux, in France, are among the most important to be established. It is unnecessary to point out the advantages these lines would be certain to have in developing the resources of those States. They could not fail to be otherwise than highly satisfactory. The lines to Bremen and Havre, touching at Southampton, should be continued, and, if practicable, increased to semi-monthly service. A Bremen company are now running fine steamers semi-monthly between New York and Bremenhaven, carrying the mails for the postages. If this can be done by parties in Bremen, why not, also, by enterprising citizens of the United States, and thus secure a regular and permanent weekly communication? Such an arrangment would not only afford the best and cheapest means for the transmission of the mails between the United States and continental Europe, and it may be to and from the East Indies by the way of Trieste, but it would also be highly advantageous in a commercial point of view. With reference to an American overland communication to India *via* Trieste, I am credibly informed that negotiations are pending to this end between the Lloyd Steamship Companies of Bremen and Trieste and the intermediate railroad companies; and that it is intended to take effect so soon as a weekly line is established between the United States and Bremen. It is believed that this route will furnish cheaper and better facilities of communication than any existing route.

But if the compensation for ocean steamship service is to be limited to the postages, it cannot be expected that parties will contract for so short a term as two years, and obligate themselves to carry during the winter months. I would, therefore, respectfully recommend, that the law be so far modified as to extend the term for all such contracts to a period not exceeding ten years, at the discretion of the Postmaster General.

As regards a line from some suitable port in the United States to Brazil, and the extension of the California line from Panama to the South Pacific coast, which, for commercial as well as for mail purposes, it is so desirable should be established, and the line from New Orleans to Vera Cruz, it is apparent that the postages to be derived therefrom would defray but a trifling portion of the expense of the service. I regard it as highly important that the line to Vera Cruz should be

continued. From the first of July to the first of November of this year, there was no mail upon this line, and temporary service is now performed for the postages only, in the hope that Congress will immediately authorize the making of a contract at a reasonable compensation. I respectfully recommend this, and that the same authority be granted respecting lines to Brazil and the south Pacific. The contract on the Charleston and Havana line will expire on the 30th of June next, and this, also, it is apparent, will require other aid than what could be derived from the postages to sustain it. The Vera Cruz and Havana lines, as well as the lines to California, should be classed as coastwise, and, whether susceptible of being sustained from the postages or not, should not, in my judgment, be subject to that restriction. But with reference to all lines where this restriction is not imposed, I would respectfully recommend that the Postmaster General be prohibited from entering into any contract, except under advertisement, inviting proposals in the ordinary way. The objection heretofore urged against the system of advertisement, that irresponsible parties will underbid, for the purpose of selling out for a bonus to others who are able to perform the service, will no longer hold as regards foreign lines, since the act of June 27, 1848, prohibits the transfer of any contract for transporting the mail to a foreign country.

In my last annual report I recommended an appropriation for one year's extension of the mail steamship contract on the Pacific, between Panama, San Francisco, and Astoria, in order that the service by the connecting lines on the Atlantic and Pacific sides of the Isthmus of Panama might terminate simultaneously, as originally intended by Congress. A specific appropriation for this purpose was made in the act of June 14, 1858; but as the fourth section of said act contains the provision, also, above mentioned, that the compensation under any new ocean mail steamship contract shall be limited to the postages on the mails so transported, the question was raised as to whether this provision was intended by Congress to apply to the proposed extension of the Pacific mail steamship contract. This question was submitted to the Attorney General, who decided that it could not have been so intended; and, accordingly, the contract with the Pacific Mail Steamship Company, which expired on the 1st of October, 1858, was extended at the same rate of compensation to the 1st of October, 1859, the date of expiration of the contract on this side of the Isthmus, the company agreeing also to transport from the Pacific terminus of the Tehuantepec transit, to and from San Francisco, all mails regularly conveyed between New Orleans and such Pacific terminus of the Tehuantepec route, without additional compensation.

The New York and New Orleans Steamship Company, running a line of steamers between those cities *via* Havana, heretofore carrying only a ship-letter mail, have entered into contract with the department for semi-monthly trips, except in July, commencing 1st of August last, and to continue till 30th June, 1860, at a compensation limited to the sea and inland postages on the mails transported. Up to 12th November, six round trips have been performed, the average pay per trip amounting to $903.

By the time the contracts for the California lines, *via* Panama and

Tehuantepec, expire, on the 1st October, 1859, it is probable that the route by Lake Nicaragua will have been re-opened and in successful operation. This presents the question, whether one, two, or all three of these routes shall thereafter be employed for mail purposes. The Tehuantepec route is the shortest and most readily protected agains interruptions; but it will be comparatively too new, and the line o staging too long, to furnish with certainty adequate and satisfactory communication between our Atlantic and Pacific possessions. While it is destined, no doubt, to become a transit of the first importance, and will deserve the highest patronage and encouragement, still it cannot supersede the necessity of one or more routes through Central America. Indeed, every year is demonstrating that the United States may need, not only for postal, but for commercial purposes of vast magnitude, additional transit routes. The Panama Isthmus route is now used only under a contract with the railroad company, who, in turn, hold it by a charter granted by the local government. This company might, at any time, refuse to contract with the United States, or its demands for transportation might be so exorbitant as to amount to a prohibition. After much controversy, the department has not been able to reduce the price of transportation of the mails upon it below one hundred thousand dollars per annum—a price believed to be entirely too high for only 48 miles of railroad; and there will be the same exposure to exorbitant demands upon the Nicaragua route, under the direction of a private company. To relieve the department from a condition so dependent, as well as to create a competition which might prevent extortion, it is of the highest importance that the route by Nicaragua should be re-opened, and its undisturbed use for the transportation of the mails, passengers, troops, and munitions of war secured by the solemn guarantees of a public treaty. Without this, in view of the unstable condition of the local governments of Central America, the safety and security of transportation can hardly be relied on. Contracts given by these governments to individuals or companies, in the absence of a regular treaty, under which, if necessary, the power of the United States might be invoked to enforce fulfillment, may be irregularly, if not unjustly revoked, and the department be embarrassed by the rival claims of contending parties, unable to determine satisfactorily with whom it should contract.

The late treaties with China and Japan, and the rapid growth and vast mineral resources of Australia, have made all the transit routes of Central America of increased importance to the United States. By them the Atlantic section of our country would be enabled equally with that of the Pacific to participate in that Asiatic commerce which made Tyre, Alexandria, Venice, and Genoa, the market-houses of the world. It is the almost exclusive enjoyment of this trade which makes Great Britain the first commercial power of modern times.

The United States, from her mediate position between Europe and Asia, and from her agricultural productions, particularly those of cotton and tobacco, ought now to participate largely in the advantages of this trade. This she would be enabled to do by the free use of these transits, and by the other communications already opened and

in successful operation between the Atlantic and Pacific States, especially when these communications are taken in connexion with the establishment of a steam mail line from San Francisco to Japan and China. Such a line, it is confidently believed, would draw to it not only the correspondence and travel of our own country, but of Great Britain and most of the continent of Europe. These, with its commercial profits, would probably sustain it without any other subsidy than the postages on the mails conveyed. After the first three years, the department feels confident that no subsidy whatever would be required to sustain it. Before even three years will expire, there is every probability that a line of telegraphs will be completed from San Francisco to New York, and, indeed, to every important city on the Atlantic. Such a line is already made, as we understand, nearly to the summit of the great Nevada. Letters written in England, and many parts of the continent, are transmitted by steamers to Boston, New York, &c., in from nine to eleven days. They can be transmitted by telegraph to San Francisco in one or two days at most, and thence shipped by the mail line to Japan, and China, Australia, &c. No other mode of communication can be as expeditious as this; and such correspondence would, therefore, constitute, with the regular full letter correspondence passing through this country, no inconsiderable element for the support of such a line. It is a very singular fact that the minister from Japan to the United States, instead of coming eastward direct to San Francisco, and thence to Washington, is expected to go to England by the Isthmus of Suez, and thence to take passage to the city of New York. So our ministers to China must go and return by the same circuitous route. The probability that by suitable exertions much of this trade, travel, and correspondence can be made to pass over this continent, is to be found in the strenuous exertions now making by Great Britain to secure the same through her own Canadian possessions. This rivalry of effort is for the greatest commerce of the world, and should call forth, as doubtless it will, the energies of both nations to secure such portions of it as each shall think itself fairly entitled to receive.

I have the honor to be, very respectfully, your obedient servant,

AARON V. BROWN.

APPENDIX.

GREAT OVERLAND MAIL.

WASHINGTON, *October* 18, 1858.

SIR: I have the honor to submit herewith, in conformity to the instructions issued from your department on the 28th of June last, the result of my observations while passing over the mail routes between New York and San Francisco, via Aspinwall and Panama, and between San Francisco and the Mississippi river, via Fort Yuma and Franklin, (El Paso.)

I left New York on the 6th of July, in the Moses Taylor, and arrived at Aspinwall on the morning of the 14th. I crossed the isthmus the same day, and left Panama on the 15th in the Sonora. We touched at Acapulco on the 21st, and again at Manzanilla, and arrived at San Francisco on the morning of the 29th, making the trip in about twenty-three days.

I returned by the overland route, taking passage in the first stage sent across from the Pacific to the Mississippi, via Fort Yuma and Franklin, under the Butterfield contract.

I have no suggestions to offer in regard to the mail service on the first of these routes. It is performed with great regularity, and, so far as my observation extended, the arrangements for the safe-keeping of the mails are all that could be desired.

The establishment of a regular and permanent line of communication, overland, between the Atlantic States and California being a matter of general interest, some desire may naturally be felt to know how far the enterprise recently inaugurated under the auspices of your department has succeeded. I am induced, therefore, to reproduce, somewhat in detail, the notes I took while accompanying the first mail sent from the Pacific under the contract with the Overland Mail Company.

The stage, with the mails, started from the Plaza, at San Francisco, at precisely ten minutes past midnight, of the 14th ultimo, and arrived at Tipton, the present terminus of the Pacific railroad, at five minutes past nine o'clock, on the morning of the 9th instant. Thence the mails were transported by the Pacific railroad to St. Louis, where they arrived the same day at forty-five minutes past eight o'clock p. m. The entire distance between these two termini of the route was thus accomplished in twenty-four days twenty hours and thirty-five minutes, apparent time. From this there should be deducted two hours and nine minutes for the difference of time between San Francisco and St. Louis, leaving twenty-four days eighteen hours and twenty-six minutes as the time actually consumed on the trip.

The service, then, has been performed within the contract time, and as this pioneer trip was attended with many difficulties and embarrassments, which each successive trip will gradually remove, there is no reason to apprehend that a longer period will be required in future. On the contrary, I feel safe in expressing the opinion that a continued exertion of the energy and perseverance which have thus far charac-

terized the operations of the Overland Mail Company, will enable the contractors to reduce the time to twenty days.

Herewith is enclosed a memorandum (marked A) of the stations on the route, showing the distances between them, and the time made on each division. This was compiled with great care, chiefly from data obtained on the road, and, although it doubtless contains some errors, may be regarded as approximatively correct.

It will be seen that the aggregate of these distances greatly exceeds that specfied in the contract with the Overland Mail Company. This is accounted for by the fact that the double necessity of keeping within reach of water, and beyond the usual range of hostile tribes of Indians, has compelled the company to follow on the first, second, fourth, and fifth divisions, a route varying materially from that contemplated in the contract.

The first of these divergences occurs in California. Crossing the Sierra, not at the Tejon Pass, but through the Cañada de las Uvas, twenty-five miles to the southwest, the road skirts the edge of the desert, crosses the San Bernardino range through the San Francisquito Cañon, and thence runs by the San Fernando Pass to Los Angeles. Thence the road runs southeast, crossing the mountain at Warner's Pass, and connects at Carrizo creek with the old San Diego trail, which it follows to Fort Yuma. The route specified in the contract runs by San Bernardino, and is shorter by about eighty miles, but, as the attempts heretofore made to find water on it have proved unsuccessful, the present route was necessarily adopted. It was reported at Los Angeles on the 18th ultimo that an exploring expedition, which had been fitted out by the citizens of San Bernardino, had succeeded in finding a good road, with an adequate supply of water, on the east side of the San Jacinto range. Whether this prove to be the case or not, I would respectfully suggest that a small amount of money might be judiciously expended in making a line of water stations from Vallecito to the Colorado Apart from the obvious advantages of shortening the mail route over the Colorado desert, there are other considerations to justify an expenditure for this purpose. This is the route by which southern emigration seeks the Pacific, and the abandoned wagons, the carcasses, and the whitening bones by the road side, too painfully attest the sufferings heretofore entailed upon the emigrants by the scarcity of water.

The most material variance from the contract route occurs in Texas. An inspection of the accompanying map of the route (marked B) will show that a saving of nearly one hundred miles might be made by running directly from Pope's Camp on the Pecos to Fort Belknap, along the route followed by Lieutenant Garrard and Captain Pope in 1854. It is alleged, however, by the company, and with reason, that unless government should interpose for their protection by establishing a line of military posts along the northern frontier of Texas, it would be impossible for them to maintain the necessary stations.

From Fort Belknap the road follows Captain Marcy's trail, portions of which the company have greatly improved at their own cost, and, passing through Gainesville and Sherman, crosses Red river at Colbert's Ferry. From Colbert's Ferry there is a direct route to Fort Smith, hich would seem to be the natural terminus of the route on the east.

At this point the route branches, as you are aware, the mails being forwarded simultaneously to St. Louis and Memphis. It had been my intention to return by the Memphis branch, as being the shortest and most direct route, but I abandoned the idea on learning at Fort Smith that I should probably be subjected to some delay. It is to be regretted that the contractors on this route have exhibited so little energy in meeting the comparatively trifling difficulties they have had to encounter. It is impossible that any road could be worse than that from Fort Smith to Springfield, Missouri, and a glance at the map will show that, so far as distance is concerned, theirs has greatly the advantage of the St. Louis route, yet they have been behind time on all their trips from Memphis to Fort Smith. So, at least, I was informed while at the latter place.

In conclusion, I have to report that, with the exception mentioned above, the company have faithfully complied with all the conditions of the contract. The road is stocked with substantially-built Concord spring wagons, capable of carrying conveniently four passengers with their baggage, and from five to six hundred pounds of mail matter. Permanent stations have been, or are being established at all the places mentioned in the memorandum before referred to; and where, in consequence of the scarcity of water, these are placed far apart, relays of horses and spare drivers are sent forward with the stage to insure its prompt arrival. The various difficulties of the route, the scant supply of water, the long sand deserts, the inconvenience of keeping up stations hundreds of miles from the points from which their supplies are furnished; all these, and the many minor obstacles, naturally presented to the successful management of so long a line of stage communication, have been met and overcome by the energy, the enterprise, and the determination of the contractors. Thus far the experiment has proved successful. Whether this success is to be permanent; whether this great artery between the Atlantic and Pacific states is to pulsate regularly and uninterruptedly, does not, however, depend entirely upon the Overland Mail Company. They have conquered the natural difficulties of the route, but they have yet to encounter an enemy with whom they cannot successfully cope unaided. I refer, of course, to the tribes of hostile Indians through whose territory they necessarily pass. Their stations in Arizona are at the mercy of the Apache, and the Comanche may, at his pleasure, bar their passage through Texas.

The deep interest you have always manifested in this great enterprise renders it unnecessary for me to argue the importance of taking proper measures to guaranty its permanent success. What those measures should be it is not my province to suggest. My duty is ended with laying the facts before you, and adding my testimony to that already in your possession as to the necessity which exists for a prompt and effectual intervention on the part of government for the protection of the route.

With great respect, your obedient servant,

G. BAILEY, *Special Agent, &c.*

Hon. A. V. BROWN,
P. M. General, Washington, D. C.

[A.]

Memorandum of distances between the stations on the overland mail route from San Francisco to St. Louis, and of the time made on the first trip.

FIRST DIVISION.

San Francisco to Clark's, 12 miles; San Mateo, 9; Redwood City, 9; Mountain View, 12; San Jose, 11; Seventeen Mile House, 17; Gilroy, 13; Pacheco Pass, 18; St. Louis Ranch, 17; Lone Willow, 18; Temple's Ranch, 13; Firebaugh's Ferry, 12; Fresno City, 19; Elk Horn Spring, 22; Whitmore's Ferry, 17; Cross Creek, 12; Visalia, 12; Packwood, 12; Tule River, 14; Fountain Spring, 14; Mountain House, 12; Posey Creek, 15; Gordon's Ferry, 10; Kern River Slough, 12; Sink of Tejon, 14; Fort Tejon, 16; Reed's, 8; French John's, 14; Widow Smith's, 24; King's, 10; Hart's, 12; San Fernando Mission, 8; Cahuengo, 12; Los Angeles, 12. Total, 462 miles. Time, eighty hours.

SECOND DIVISION.

Los Angeles to Monte, 13 miles; San José, 12; Chino Ranch, 12; Temascal, 20; Laguna Grande, 10; Temecula, 21; Tejungo, 14; Oak Grove, 12; Warner's Ranch, 10; San Felipe, 16; Vallecito, 18; Palm Springs, 9; Carrizo creek, 9; Indian Wells, 32; Alamo Mocho, 24; Cook's Wells, 22; Pilot Knob, 18; Fort Yuma, 10. Total 282 miles. Time, seventy-two hours and twenty minutes.

Note.—There is no water on this route between Carizo creek and the Colorado, except at the stations.

THIRD DIVISION.

Fort Yuma to Swiveller's Ranch, 20 miles; Fillibuster Camp, 18; Peterman's, 19; Griswell's, 12; Flap-Jack Ranch, 15; Oatman Flat, 20; Murderer's Grave, 20; Gila Ranch, 17; Maricopa Wells, 40; Socatoon, 22; Picacho del Tucson, 37; Pointer Mountain (Charcos de los Pimas,) 22; Tucson, 18. Total, 280 miles. Time, seventy-one hours and forty-five minutes.

FOURTH DIVISION.

Tucson to Seneca Springs, (Cienega de los Pimas,) 35 miles; San Pedro river, 24; Dragoon Springs, 23; Apache Pass, (Puerto del Dado,) 40; Stein's Peak, (El Peloncillo,) 35; Soldier's Farewell, (Los Peñasquitos,) 42; Ojo de la Vaca, 14; Mimbres river, 16; Cook's Spring, 18; Picacho, (opposite Doña Ana,) 52; Fort Fillmore, 14; Cottonwoods, 25; Franklin, (El Paso,) 22. Total, 360 miles. Time, eighty-two hours.

Note.—There is no water on this route between Tucson and the Rio Grande, except at the stations.

FIFTH DIVISION.

Franklin to Waco Tanks, 30 miles; Cornudos de los Alamos, 36; Pinery, 56; Delaware Springs, 24; Pope's Camp, (Pecos river,) 40;

Emigrant Crossing, 65; Horse Head Crossing, 55; Head of Concho, 70; Camp (——,) 30; Grape creek, 22; Fort Chadbourne, 30. Total, 458 miles. Time, one hundred and twenty-six hours and thirty minutes.

Note.—There is no water on the route between Franklin and Pope's Camp, and between Horse Head Crossing and the Mustang Ponds, (near the head of Concho,) except at the stations.

SIXTH DIVISION.

Fort Chadbourne to Valley creek, 12 miles; Mountain Pass, 16; Phantom Hill, 30; Smith's, 12; Clear Fork, (of the Brazos,) 26; Franz's, 13; Fort Belknap, 22; Murphy's, 16; Jackboro', 19; Earhart's, 16; Conolly's, 16; Davidson's, 24; Gainesville, 17; Diamond's, 15; Sherman, 15; Colbert's Ferry, (Red river,) 13½. Total, 282½ miles. Time, sixty-five hours and twenty-five minutes.

SEVENTH DIVISION.

Colbert's Ferry to Fisher's, 13 miles; Nale's, 14; Boggy Depot, 17; Gary's, 16; Waddell's, 15; Blackburn's, 16; Pusley's, 17; Riddell's, 16; Holloway's, 18; Trayon's, 19; Walker's, (Choctaw agency,) 16; Fort Smith, 15. Total, 192 miles. Time, thirty-eight hours.

EIGHTH DIVISION.

Fort Smith to Woosley's, 16 miles; Brodie's, 12; Park's, 20; Fayetteville, 14; Fitzgerald's, 12; Callaghan's, 22; Harburn's, 19; Couch's, 16; Smith's, 15; Ashmore's, 20; Springfield, Missouri, 13; Evans', 9; Smith's, 11; Bolivar, 11½; Yost's, 16; Quincy, 16; Bailey's, 10; Warsaw, 11; Burns', 15; Mulholland's, 20; Shackels ford's, 13; Tipton, 7. Total, 318½ miles. Time, forty-eight hours and fifty-five minutes.

NINTH DIVISION.

Tipton to St. Louis, (by Pacific railroad,) 160 miles. Time, eleven hours and forty-five minutes.

RECAPITULATION.

	Miles.	Hours.
San Francisco to Los Angeles	462	80
Los Angeles to Fort Yuma	282	72.20
Fort Yuma to Tucson	280	71.45
Tucson to Franklin	360	82
Franklin to Fort Chadbourne	458	126.30
Fort Chadbourne to Colbert's Ferry	282½	65.25
Colbert's Ferry to Fort Smith	192	38
Fort Smith to Tipton	318½	48.55
Tipton to St. Louis	160	11.40
Total	2,795	596.35

Deducting from this two hours and nine minutes for the difference of time between San Francisco and St. Louis, and reducing it to days, there results twenty-four days eighteen hours and twenty-six minutes, as the time actually occupied in making the trip.

SAN ANTONIO AND SAN DIEGO ROUTE.

Extract from a report made in March, 1858, to the Postmaster General by the superintendent of the route from San Antonio, Texas, to San Diego, California.

January 19.—I left for Washington.

The question is frequently asked as to whether we have a well defined road all the way from San Antonio to San Diego. To this I answer that it is as plain a road as any stage route over which a mail is carried in coaches for your department. An emigrant would find it as impossible to miss his way when once on our road, either going to or returning from California, as he would if travelling in a country where guide posts marked every cross-road.

An examination of my table of distances will show four military posts between San Antonio and Birchville; from Birchville to La Mesilla we have a settled country all the way; from La Mesilla to Tuscon we have not at present any military posts, but I am informed that the War Department contemplate placing two forts in this portion of Arizona, immediately on the completion of the Fort Yuma and El Paso wagon road. In the whole distance of 460 miles from Tucson to San Diego, one hundred and fifteen miles is the longest distance at present between any of our mail stations.

An emigrant passing over our route will meet or be overtaken by a mail party four times every month, while from our mail conductors he can always obtain the reliable information as to road, wood, water, grass, camping places, with directions where to find safe valleys in which to feed his stock for a few weeks, and transmit messages, letters, or any desired intelligence from friends before or behind him. I have received many expressions of satisfaction from emigrants I met on the road, and, also, from others in California, who last season on the trip realized in a small way the advantages of the mail in these respects to overland emigration.

When camping, after a drive of about ten miles, we unharness in the middle of the road, and from one end of our route to the other, from San Antonio to San Diego, the road can almost be measured by the ashes of our camp fires.

From Fort Hudson, in Texas, to Tazotal, on the Gila, a distance of 1,200 miles, nearly the whole of our route is over an elevated, dry country. When but a small amount of labor was requisite at first to make a road suited to staging, only a portion of this has ever had any labor bestowed on it beyond that of passing trains. From San Antonio to El Paso, a distance of 651 miles, the road was opened in the year 1849 by a government train of several hundred wagons, en route to El Paso; since that time the continual passage of govern-

ment and freighting trains, as also of the Santa Fé and San Antonio mail coaches, had beaten down an excellent road, before the labors of the El Paso and Fort Yuma wagon road expedition commenced.

That portion of our route situated between El Paso and the Pimos villages has never had even a government train to open it. Colonel Leach's labors will be of great service in straightening it, finding new watering places, enlarging others, and in constructing tanks, if the appropriation will admit of such an expenditure. A consultation of the items of my own journey, where I have put down each day's advance, will tend to show the excellent condition of our roads, for we used a coach all the way from San Antonio to San Diego, sometimes drawn by six, never by less than four mules.

There are a number of formidable looking ranges of mountains upon all the maps, running across Arizona, north and south, which look to be barriers almost impassable without a great expenditure of time and money. Our road we found to be *through*, rather than *over*, these mountains; although they appeared formidable at a distance, yet, on approaching, they generally proved to be isolated buttes, with our road winding around them by easy grades through the valleys, or else passing over some low span or saddle, no way impeding staging. These passes in the mountains seemed to be formed by nature on purpose for a road. The speed our coaches are making through these mountain ranges is the best evidence of their easy and expeditious passage. By my journal of August 25th, it will be noticed that the speed we made from Cook's Spring, through the Sierra Madre mountains to and beyond the Mimbres river, was 21 miles in five hours; through all the other mountain passes we made much the same rate of speed.

Having formed my ideas of mountains and mountain roads from a pretty extensive experience among the Sierra Nevada of California, I was very forcibly struck by the fact of not meeting a regular chain of mountains all the way from San Antonio until I reached the coast range of California, eighty miles from San Diego. I wish to call particular attention to the distinction between ranges of mountains like the Alleghanies and Sierra Nevada, and the system of isolated buttes scattered over portions of our line, and around which we pass by valley roads well adapted to speed. The mountains south of the Gila and its immediate neighborhood do not interfere with our road; they come up close to the river in many places, but leave an ample passage way for our road around the bases. These mountains are mostly what the Mexicans term *mesas*—high hills, flat on their tops. It appears as if the plain had formerly been level with the tops of the hills, some hundreds of feet higher than it is now. This same appearance of *mesas* is found along the Pecos.

On the 15th of November, looking northward from our station at the Maricopa wells, I could plainly see that the high mountains to the north of the Gila, standing in a bold relief against the sky, were covered at their summits with a cap of snow, glistening in the pleasant sun of the valley where we were. Abundance of rain had fallen throughout the Gila valley this season, but no cold weather had come as yet; we naturally concluded that the rain of the valley was snow

on the tops of the mountains. In the daytime we found it so pleasant that bathing was our constant practice, though the nights were cool and damp from heavy dews. I am informed that all or most of these valleys north of the Gila have a rich soil, capable of sustaining a large population. I trust, on some future trip, to be able to explore them, as they are situated within what is likely to become a portion of the new Territory of Arizona, through the whole length of which our line passes. It was among some of the valleys to which I refer that John R. Bartlett, esq., found evidences of a race of men long since extinct, who must have been superior to the present Indians of the country.

At present we have no good road directly over the coast range of mountains from Lassator's ranch to Vallecito on the desert, but the enterprise of the people of San Diego will secure us one at an early day. When I came over the mountains on my way east, there was a large working party of Indians, under Mr. Lassator, diligently using the means which had been subscribed in the county for a road over the mountains.

Wood, water, and grass, are the emigrant's necessities in crossing our continent. Over our route we have enough of these for all purposes of staging or emigration. Through the country over which we pass, though there is enough water for emigration and staging, yet there is but one river not usually fordable; I refer to the Colorado of the west. This is a great deal in its favor as a stage road. If it were a heavy timbered country, it would not be likely to be so well grassed, as it would be sure to have large rivers troublesome to cross, and need an immense labor cutting down timber to open a road. As to grass, it is wonderfully provided all the way to our Maricopa station. Wood is generally scarce on our route. From San Antonio to San Felipe creek, a distance of one hundred and fifty miles, there is an abundance of wooded country; post oaks and mezquit flats are quite numerous. Along Devil's river, for a distance of twenty miles, there is plenty of wood.

At Forts Lancaster and Davis oak wood is hauled from a distance of seven miles to supply the military posts. Along the Rio Grande universally the fuel is the root of the mezquit tree, a sort of underground forest; it burns with as hot a fire as hickory wood, and makes superior charcoal. Cottonwood is used along the Rio Grande valley, being the fuel used in some places. We found wood scarce all the way from the Rio Grande to the Maricopas; from thence to Fort Yuma, along the Gila, abundant; then it is scarce over the desert; at the watering places, however, enough can be found in spots not remote from the wells; once among the San Diego mountains there is wood enough. Over these portions of our road where we find no wood at the springs or watering holes, and for want of time cannot wander off among the mountain gulches to look for it, we secure enough for all purposes of cooking from the great abundance of roots generally found just cropping out of the ground; these make an excellent fire.

An examination of my table of distances will show no want of water along the route; all my measurements are to and from well known

watering places. From San Antonio our road is extremely well watered until we reach the head of the San Pedro or Devil's river, a distance of 218 miles; going west thence, we have a jornada of forty-four miles; thence another of thirty miles, between permanent roads, on to the Pecos. In the rainy season there are plenty of places in this distance where the water stands in natural tanks in the rocks, or in cañons. This stretch of forty-four miles is the longest we have on the road between permanent water stations; it forms, however, no great obstacle to staging. We haul water for ourselves in kegs, and the mules, having to go about twelve to sixteen hours without it, do not suffer in consequence. We have no scarcity of water in Arizona for our present purposes.—(See schedule of distances.) Our watering places on the desert west of Fort Yuma are by no means far apart, but the supply is limited at all times. It will be a matter of absolute necessity to enlarge them before the overland emigration of this spring reaches the desert. The improvement of those now used, as well as the digging of others, will be very easily accomplished.

I am of opinion that the chances of procuring water by boring artesian wells on the elevated table lands, over which our road runs, may be considered as very limited. At any rate, as a practical mode of procuring water for us, it will not do. Supposing Captain Pope should demonstrate the feasibility of boring these artesian wells, even then private individuals cannot afford to make them, neither can they wait for government to do so. We should be compelled, in staging across the continent at a rate of speed necessitating the erection of stations, to adopt the old Mexican method of building tanks wherever the natural formation of the country admits of it, which it does in numerous places along our road.

As for grass, the country through which our road runs is unequalled as a grazing country, in the opinion of practiced men acquainted with the subject. I have heard farmers pronounce the gramma and mezquit grass nearly equal to clover. There is a peculiarity of the grass of this section which adapts it most admirably to our purpose; when appearing dried up and dead, it contains life and nutriment; an examination will show this on plucking it. When the rains come, instead of our having to wait wholly for new grass to spring up, we find the old dried grass renewing its life, becoming green again, until in a few days the country is covered with an excellent crop of grass, as good as if it had been growing many weeks.

Many of the finest ranches or grazing farms in the State of Sonora were once located in what is now called Arizona; the buildings are at present deserted; the inhabitants have fled from the Apaches, who stole their cattle, as far as possible destroyed the buildings, and murdered or carried into captivity the inhabitants.

The section of the country along the Gila river is commonly pronounced by emigrants the worst portion of the whole southern road across our continent; but even along this river, though it is not superabundantly supplied with grazing lands, no one need let their animals suffer for the want of food. Travellers must take some care in examining to the right and left of the road. To those who have just been passing over the finest grazing lands in the world, where a

range of a few hundred yards would suffice for their teams anywhere along the road, the Gila naturally seems a desert. As a fair illustration of the grazing in Arizona, I would state that an overheated horse or mule will actually founder on the rich gramma grass as he would on clover. On nearly all the hills found along the Gila river spots of gramma and quinta or bunch grass are scattered in places. Young willows also grow along the river banks, which are good food for animals. A weed much liked by them and very nutritious is found in many places along the bottoms. Mules are also fond of the fallen leaves of the mezquit tree. By crossing the river and making a little exploration, spots of good grazing can be found on the north side of the Gila. Lastly, there is in the season an abundant supply of excellent food for animals in the mezquit beans which are found on our road along the Gila, from Tezotal to Fort Yuma. These beans fall from the tree as soon as ripe; animals will leave their corn to eat them, as I have proved.

The Indians make a kind of flour from these beans by roasting and then pounding them; they contain a large portion of saccharine matter, so much so that the Pimos manufacture from them a species of syrup. They commence falling in August; we found a great many under the trees in November, after the emigration had passed down the river.

On my return trip from San Diego I brought my mules into our Maricopa station in a much better condition than when I left Fort Yuma with them. My practice was this: while one of my two teams of mules was working in the coaches for a couple of hours at a walk, I would have the other team under charge of an experienced man, either ahead or behind the coaches, eating their fill of grass, beans, or whatever they could find. At the end of two hours we would change teams, giving the other set of mules their chance for loitering behind to eat.

Sometimes emigrants who are going to California pasture their cattle on the bottom lands of the Colorado river for a few weeks before attempting to cross the desert; others again put on at once, in order to reach as soon as possible the excellent grazing on the coast range. We keep a mulada at Fort Yuma for our changes, which we send out every day to feed in the river bottom, under charge of a Mexican herder, bringing them in at night for safety

In crossing the Colorado desert of ninety-five miles from Fort Yuma to Carissa there is but little for animals to eat. In some few places arroyós make up to the northward, containing mezquit trees full of beans, but these are limited in number, while they are not situated at the watering places.

In the mountains near Carissa, or at Vallecito, good grazing commences again. I am assured by men familiar with this section of country that good hay can be cut on the mountain sides, a few miles south of the present desert, and hauled on to the line of our road at a fair price. Mezquit beans can also be procured sufficiently near the road to be sold to travellers at reasonable rates. One advantage of our road is, that any emigrant who may be *en route* to California can now leave his stock in Arizona to recruit, while he takes passage for San

Diego or along the road to explore for himself the country over which he intends to pass.

The country we stage over is a grazing and mineral country, rather than an agricultural one, though I found no lack of grain along the road. In seasons of rain an abundance of grain is raised all the way from San Antonio to Fort Clarke; from there to Birchville there are no settlements, and the grain has to be hauled from either end to the military posts between these two points; along the Rio Grande the whole country is capable of cultivation. Wheat, corn, beans, pumpkins, and onions of very superior flavor are all raised in great abundance by the Spanish population.

Flour of an excellent quality is made at a mill on the Rio Grande, a couple of miles above El Paso; it is owned and managed by Simeon Hart, esq., who is the contractor for supplying with flour all the forts in that section of the country.

In many places along the Rio Grande our road lies through cornfields miles in length. At Tucson we found no difficulty in purchasing corn and barley for our mules; flour from wheat grown in the Santa Cruz valley, and ground at Tucson by the Mexicans; also beans and onions.

At Maricopa station we bought of the Indians flour, beans, pease, green and dried pumpkins, chickens, eggs, corn, and wheat. At Fort Yuma everything has to be imported. There is a considerable importation there of flour, pinola, pounded parched corn, jerked beef, and sugar, called pinoche, all of which comes on pack animals from Sonora; no doubt a large trade will spring up from this when Colorado City becomes of consequence. Nearly everything is now brought from San Francisco by way of the Gulf of California and steamer up the Colorado river.

Arizona ought to be supplied through Guayamas, a Mexican port on the Gulf of California.

Ours is emphatically a stage road. If it were a rich agricultural country all the way from San Antonio to San Diego, it would be impossible for a stage line to cross it in schedule time until some remote day, when the whole distance shall have been settled, and towns built at convenient distances with good roads connecting them. Our present road would be called a superior one in any State for thirteen hundred miles of its length, and a fair road the remainder of the distance, save twenty-two miles of sand in the Colorado desert, from Cook's Wells to Alamo Mucho.

In the valley of the Rio Grande I had an application from an old mountain man who wanted a situation as guide. This man had trapped beaver in all the principal streams falling into the Gila and Colorado rivers. He said the trappers pronounced our present route across Arizona a good one at all seasons of the year.

I had a good opportunity of knowing the nature of the climate we have to contend with. Leaving San Antonio in August, and going directly through, I passed over the road in the hottest months of the year. Then leaving San Diego October 23, and spending nearly three months returning, I experienced the winter weather over the same country. It was very warm in San Antonio in July, but when

we had once commenced ascending to the table lands of Texas, the heat became comparatively moderated, with nights particularly pleasant. In going down the Gila, where we were descending toward the level of the sea, the heat was very great, so much so that for comfort, and having a full moon, we travelled by night and lay by during the middle of the day. In my experience of the heat on the Gila, which looks so formidable as marked by the thermometer, I suffered much less with that instrument indicating a hundred and over than I have suffered in the Atlantic States with the thermometer at 85 or 90. The air was pure and clear, the heat produced a copious perspiration and gave no feeling of oppression in breathing.

In my plans for returning across the continent, the recollection of the hot days along the Gila or on the Colorado desert never present themselves to me as any serious inconvenience. The heat does not oppress animals any more than it does men. Our mail carriers, who regularly cross the desert, frequently complain of the blinding influence of the sun reflected in their eyes from the bright sands; I never heard any of them complain of unpleasant effects from the heat, and we have a number of men employed who have traversed this desert for several years past. In returning to San Antonio through Arizona and Texas, I experienced the northers a number of times, having been delayed once by snow; but none of our party ever suffered anything more than the natural annoyances incidental to wet feet and damp blankets. I make here some few extracts from my journal about the cold I experienced on our route:

December 5.—At El Paso have had a week of cold weather, with an occasional strong north wind during the time. Ice formed in a pond 100 feet across in the rear of the house; ice also made in the acequias, but the river was barely skimmed over once very early in the morning. Only once in a great many years, in El Paso, has the ice been thick enough to put up a few tons in an ice house.

December 9.—The mail coach came into El Paso from Tucson, and the conductor reported a norther, accompanied by snow, in the Mimbres. It fell on them the same day we had a norther at El Paso, the 5th, as above; the snow melted as it fell, so that by making a longer morning drive than common he reached the shelter of the trees at the Mimbres; none of his mules were chilled by being exposed without blankets, after unharnessing. The same conductor reports a snow squall on the previous trip, without any detention in either case to the mail and without the snow lying on the ground at all; it melted as it fell both times.

A letter per this mail from our train going west reports the weather cold enough in the night to freeze water in the canteens, but no one suffering from cold by sleeping on the ground. During the day it was bright and warm, forming a pleasant contrast to the night.

At El Paso, December 9, we received advices of the northern wagon road expedition having returned for the winter. I consulted Colonel Leach, superintendent of the El Paso and Fort Yuma wagon road as to his movements; he assured me he had no intention of going into winter quarters, but, on the contrary, should continue on the road

through the winter months; in fact, he deemed them the best suited to his purposes of shortening and improving the road.

The surgeon of Fort Lancaster, who keeps a meteorological journal, said they had not as much snow in that part of Texas during the whole of the past six years taken together as had fallen during the present winter. The snow which fell on the 3d had so far disappeared from the ground as to allow the animals to graze sufficiently, but I waited in order to accompany a detachment of mounted infantry going on a scout as far as Fort Hudson.

January 6.—The snow had entirely disappeared.

January 7.—We camped to-night on the Llano Estacado, about half way across it; there was not a particle of snow on the ground. We found one advantage from the snow—it had melted and run into a natural stone tank, giving us abundance of water for ourselves and stock; it will last some weeks. An expense of a few hundred dollars in building up the sides of the tank would make it capable of holding several millions of gallons of water.

The Llano Estacado is here very narrow; we cross the extreme southern portion of it immediately south of us. Not a mile distant, I saw the cañons and broken gulches running eastward to the Devil's river, and westward to the Pecos.

I never had a case of sickness among either men or passengers during my whole trip, excepting a little annoyance from an over indulgence in fruit in the valley of the Rio Grande. The salubrious air must be conducive to health. Such is the purity and clearness of the atmosphere that the stars shine at night with a brilliancy unknown in this section of the country; cloudy days or nights are an exception, and the stars at night actually give light enough to enable us, on our night drives, of which we have a considerable number, to find the road. It can be seen for some distance ahead of the mules, very plainly.

Climatic boundary on the West.

October 24 —The coast range of mountains, which approaches the sea in San Diego county, is the climatic boundary between California and Arizona. Our stock is kept at Lassator's, 48 miles, nearly due west, from San Diego, in a beautiful valley among the mountains; in San Diego they have a charming climate the year round, while among the mountains snow falls occasionally during the winter, which in the valley below turns to rain. The snow remains on the ground but a day or two. In California there is no rain from March until October, but showers occasionally fall in these valleys during the summer months, when it is the rainy season in Sonora.

The exploring party I sent over the mountain on the 15th of September were rained on all one night. We saw clouds to the westward, but not one drop of rain fell upon us.

By reference to my journal it will be noticed that rain fell on us at intervals all the way from the opening of the Rio Grande valley until I came near to Fort Yuma. While the coast along the Pacific was, in September and October, parched with a drought, compelling

rancheros to send their cattle into the mountains, our contractor was cutting hay to send over to our station on the desert. Lassator's is twelve miles from the top of the coast range, which we there descend by a mule path for several miles on our way to Vallecito, though a good road can be made with a moderate amount of money. After crossing the desert emigrants usually give their stock a run of the excellent grazing valleys in these mountains before proceeding further on their journey.

It is hardly possible for me to do more than sketch a few of the changes which our road has produced in the country through which we pass.

The War Department uses the facilities offered by our line for a regular semi-monthly correspondence with seven military posts.

Persons interested in mining pursuits are now looking with great interest towards the silver and copper mines of Arizona. Our mail not only carries the correspondence which takes the money to the mining parties, but regularly brings reports of their success, while passengers are, all the while, taking our line to Arizona; our stations afford stopping places and our agents information to all who prefer their own mode of conveyance; such travellers are numerous.

The newly appointed consul for Guyamas takes our stage as far as Tucson, starting from San Antonio, Texas.

Our line is already forming the basis of a new State, rich in minerals, halfway between Texas and California.

United States mail service abroad, as in operation September 30, 1858.

No of route.	Routes.	Distance	Number of trips.	Contractors.	Annual pay.	Remarks.
		Miles.				
1	New York, by Southampton, England, to Bremenhaven, Germany.	3,760	Thirteen trips a year....	Not under contract	(*)	Mails regularly transported for the postages, under act of June 14, 1858.
2	Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, Cuba.	669	Twice a month	M. O. Mordecai.....	$60,000	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct.	2,000	Twice a month.....	M. O. Roberts, B. R. McIlvain, and Moses Taylor.	290,000	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March, 3, 1847, and March 3, 1851.
	New York, via Havana, to New Orleans.	2,000				
	Havana to Aspinwall.....	1,200				
4	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.)	4,200	Twice a month.....	Pacific Mail Steamship Company, William H. Davidge, president.	348,250	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, March 3, 1851, and June 14, 1858.
5	New York to Liverpool, England.....	3,100	Twenty trips a year	E. K. Collins, James Brown, and Stewart Brown.	385,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847. Contractors having withdrawn their steamships from the service in February, 1858, mails have since been transported by temporary steamers for the postages under act of June 14, 1858.
6	New York, by Cowes, England, to Havre, France.	3,270	Thirteen trips a year....	Not under contract.....	(*)	Mails are regularly transported for the postages under act of June 14, 1858.
7	Aspinwall to Panama, New Granada....	48	Twice a month, or as frequent as the mail service may require.	Panama Railroad Company.....	100,000	Under contract with the Postmaster General.
8	New Orleans to Vera Cruz, Mexico.....	900	Twice a month.....	Not under contract	(*)	Mails transported for the United States postage, under act of June 14, 1858.

(*) United States postages (sea and inland) on mails conveyed.

HORATIO KING, *First Assistant Postmaster General.*

Statement of the sums paid for the year ending June 30, 1858, *on the New York and Liverpool line, the New York and Chagres line, and the Astoria and Panama line, exhibiting in separate columns the whole contract pay, the amount of the* 10 *per cent. deductions, the sums deducted as fines, on the recommendation of the Postmaster General, and the actual amount paid over.*

	Amount of 10 per cent. deductions.	Amount deducted as fines.	Amount paid over.	Amount of interest.
New York and Liverpool line, at $385,000 per annum	$38,500 00		$204,250 00	$7,835 00
New York and Chagres line, at $290,000 per annum	29,000 00	1,000 00	255,518 94	4,481 06
Astoria and Panama line, at $348,250 per annum	19,900 00		326,171 37	2,178 63

A. J. O. BANNON.

TREASURY DEPARTMENT,
Fourth Auditor's Office, November 23, 1858.

POST OFFICE DEPARTMENT,
Contract Office, December 1, 1858.

SIR: For a statement of the mail service for the contract year ended 30th of June, 1858, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof as it stood at the close of the year.

Table B shows the number of mail routes in operation, the number of mail contractors, route agents, express agents, local agents, and mail messengers in the service of the department on the 30th of June, 1858.

On the 1st of July last the new service in the northwest and southwest sections, comprising the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the Territories of Oregon, New Mexico, Utah, Nebraska, Kansas, and Washington, was put in operation, the first quarter of which expired on the 30th of September, 1858.

Table C exhibits the service in these sections as it stood at the close of the contract year, 30th of June, 1858, and at the close of the first quarter of the current year.

Table D exhibits the railroad service in said sections as in operation at the close of the first quarter of the current year.

Table E exhibits the railroad service as in operation on the 30th of June, 1858, also the cost per mile in each State.

Table F exhibits the steamboat service for the current year, showing the particulars of each route.

I have the honor to be, very respectfully, your obedient servant,

WM. H. DUNDAS,
Second Assistant Postmaster General.

Hon. A. V. BROWN,
Postmaster General.

A.

Table of mail service for the year ended June 30, 1858, as exhibited by the state of the arrangments at the close of the year.

[The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territotories.	Length of routes.	Annual transportation and cost.								Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Maine	4,847	2,495	28,141	1,945	46,497	.....	.....	477	47,780	675,972	837,564	.....	404,976	1,917,812	122,348
New Hampshire	1,880	837	10,185	554	7,910	60	1,450	429	37,450	274,248	207,394	31,900	389,376	902,148	56,995
Vermont	2,349	546	7,138	1,314	19,190	.....	.....	489	56,956	175,086	577,460	.....	390,268	1,072,814	83,284
Massachusetts	3,086	912	19,223	639	15,791	240	7,250	1,302	154,035	455,648	346,972	140,400	1,400,100	2,345,120	196,299
Rhode Island	403	178	3,340	88	1,500	28	800	109	14,225	82,004	44,200	17,472	126,984	270,660	19,859
Connecticut	2,202	719	14,099	478	9,136	280	10,000	745	84,948	281,196	224,380	162,240	37,100	1,404,916	117,423
New York	13,078	5,055	68,100	4,961	109,499	168	7,298	2,894	333,163	1,468,312	2,430,792	108,944	3,961,795	7,969,843	518,060
New Jersey	2,404	606	8,059	1,331	23,546	12	1,200	455	64,144	166,396	617,292	14,976	543,504	1,342,168	96,949
Pennsylvania	13,969	7,594	96,814	4,702	113,963	55	3,000	1,618	160,936	1,659,544	2,224,182	34,320	1,575,307	5,493,353	374,713
Delaware	562	174	2,959	303	9,594	.....	.....	85	12,037	54,496	164,494	.....	106,204	325,124	24,590
Maryland	2,950	1,751	43,359	451	15,679	.....	.....	748	*174,808	640,874	900,512	.....	1,091,792	1,933,178	233,846
Ohio	13,968	8,341	91,641	2,184	57,936	187	6,500	3,292	374,314	1,569,062	912,964	73,812	3,009,764	5,565,602	530,391
Virginia	15,141	10,652	92,284	2,208	52,954	1,135	44,835	1,148	164,605	1,882,838	754,680	422,656	1,029,040	4,069,214	354,678
North Carolina	9,791	7,086	51,507	1,986	51,638	213	5,783	506	81,900	999,418	759,174	64,584	484,016	2,307,192	190,828
South Carolina	6,679	4,534	41,091	348	12,922	880	1,800	917	142,393	695,402	126,282	166,400	982,514	1,970,658	198,206
Georgia	10,371	5,947	56,065	1,973	41,047	1,979	19,160	1,172	164,831	908,286	448,965	984,808	1,370,581	3,012,656	281,103
Florida	4,545	1,670	14,449	784	29,406	1,971	100,640	120	9,177	188,620	228,766	182,930	64,328	664,644	153,739
Michigan	7,909	5,502	50,937	877	16,436	650	1,760	880	104,023	848,032	420,160	86,666	911,144	2,266,002	173,176
Indiana	9,273	6,728	68,700	1,048	23,293	.....	.....	1,497	162,958	1,134,264	354,744	.....	1,479,504	2,968,512	254,951
Illinois	12,915	8,239	112,815	1,992	46,073	101	5,827	2,583	221,028	1,603,134	656,136	22,256	3,011,424	5,292,950	385,743
Wisconsin	7,274	4,517	49,310	2,044	37,321	83	2,826	630	31,044	719,333	544,767	34,528	540,384	1,839,012	120,501
Iowa	8,969	6,395	85,262	2,183	32,929	140	7,800	251	14,030	1,227,998	539,682	87,360	220,157	2,075,127	140,021
Missouri	14,685	10,710	98,714	3,156	999,078	614	100,000	905	19,695	1,632,043	488,496	345,852	127,990	2,594,311	480,417
Minnesota	7,713	4,053	33,525	2,600	41,491	680	10,800	.....	.....	458,775	459,978	187,460	.....	1,106,213	85,746
Kentucky	9,314	6,838	59,491	1,641	75,690	614	137,275	291	19,366	1,118,468	929,392	92,280	431,992	2,479,992	184,892
Tennessee	9,308	7,398	69,025	1,153	31,037	249	7,638	538	68,051	1,294,804	464,100	58,266	574,619	2,391,882	179,651
Alabama	8,893	7,168	94,118	1,187	149,188	34	99,000	514	61,574	1,378,286	731,536	94,752	452,972	2,657,546	324,880
Mississippi	9,698	7,134	102,661	1,202	70,861	207	97,801	399	25,570	1,350,644	669,108	276,744	274,196	2,570,692	386,855
Arkansas	10,108	7,940	91,994	1,196	91,310	30	65,000	.....	.....	1,074,456	513,816	111,432	.....	1,699,704	221,997
Louisiana	7,949	4,707	91,994	943	91,994	2,949	1,041,104	170	91,160	669,764	970,136	990,288	116,284	2,776,416	515,977

Texas	16,836	11,589	104,366	4,068	946,277	1,140	80,657	39	2,900	1,415,544	881,120	271,060	94,336	2,592,060	434,200
California	4,734	2,179	44,901	1,801	57,496	1,254	174,500	.....	.....	272,302	451,152	221,256	.....	944,710	276,897
Oregon Territory	1,232	936	20,436	140	5,050	144	8,100	.....	.....	94,488	14,560	29,952	.....	139,000	33,586
New Mexico Territ'y	440	70	1,150	370	93,386	.....	.....	.....	.....	7,280	17,760	.....	.....	25,040	24,536
Utah Territory	1,242	1,102	31,907	140	1,200	.....	.....	.....	.....	45,408	14,560	.....	.....	59,968	33,107
Nebraska Territory	2,032	1,390	10,695	642	14,010	.....	.....	.....	.....	111,744	82,784	.....	.....	194,528	24,635
Kansas Territory	2,321	2,000	28,086	331	8,662	.....	.....	.....	.....	277,680	71,864	.....	.....	349,544	36,748
Washington Territory	285	105	1,908	.....	.....	180	22,400	.....	.....	5,460	.....	18,790	.....	24,180	24,308
Total	260,603	165,429	1,823,357	53,700	1,909,844	17,043	1,233,916	24,431	2,898,301	28,876,695	19,555,734	4,569,610	25,763,452	78,765,491	7,795,418
Route and local ag'ts, and mail messengers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	577,373
															8,372,791

* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
† This includes steamboat service from Louisville to Cincinnati.
‡ This includes the route from New Orleans to Mobile; also the route from Cairo to New Orleans.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

B.

Number of mail routes, mail contractors, route agents, express agents, local agents, and mail messengers, at the close of the contract year ended on June 30, 1858.

Sections.	Routes.	Contractors.	Route agents.	Express ag'ts.	Local agents	Mail messengers.
New England	868	765	59	.....	1	186
New York	828	702	55	11	2	315
Middle	1,420	1,090	100	17	11	484
Southern	1,291	1,180	78	.....	2	106
Northwestern	2,040	1,716	102	.....	19	290
Southwestern	1,841	1,584	46	.....	7	83
Ocean routes	8	7	.....	.....	1	.....
Total	8,296	7,044	440	28	43	1,464

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, and the Territories of Oregon, New Mexico, Utah, Nebraska, Kansas, and Washington.

	Annual transportation.	Annual cost.
Service as in operation on June 30, 1858.	*Miles.*	
Railroad	8,165,803	$751,269 00
Steamboat	2,864,872	1,024,200 00
Coach	8,447,781	1,291,646 00
Inferior modes	16,719,933	1,174,939 00
Total	36,198,389	4,242,054 00
As in operation on September 30, 1858.		
Railroad	8,972,850	1,022,437 00
Steamboat	3,321,462	1,361,758 00
Coach	13,933,727	2,580,460 00
Inferior modes	18,997,016	1,520,555 00
Total	45,225,055	6,485,210 00
	36,198,389	4,242,054 00
Increase	9,026,666	2,243,156 00

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.

NORTHWEST AND SOUTHWEST SECTIONS.

Railroad service, as in operation on the 30th of September, 1858.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MICHIGAN.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
12501	Detroit to Chicago	282¼	.....	12	42,375 00	.....	150 00	3,600 00	784 00	46,759 00	.....	165 52	.....
12502	Detroit to Grand Rapids	157½	.....	12	15,725 00	.....	100 00	2,100 00	1,147 00	18,972 00	.....	120 64	.....
12503	Detroit to Toledo	65	.....	12	6,500 00	.....	100 00	800 00	560 00	7,860 00	.....	120 92	.....
12504	Toledo to Chicago	242	.....	12	36,300 00	.....	150 00	3,200 00	1,917 00	41,417 00	.....	171 22	.....
12505	Adrian to Jackson	46	.....	6	2,300 00	.....	50 00	700 00	201 00	3,201 00	.....	69 58	.....
12506	Monroe to Adrian	36	.....	6	1,800 00	.....	50 00	800 00	.....	2,600 00	.....	72 22	.....
12507	White Pigeon to Three Rivers	13	.....	6	416 00	.....	32 00	.....	200 00	616 00	.....	47 39	.....
			841¾	.....	.....	105,416 00	.....	.....	.....	.....	121,425 00	.....	144 25
	INDIANA.												
12001	Indianapolis to Cincinnati	113¼	.....	12	13,875 00	.....	122 94	1,600 00	365 00	15,840 00	.....	183 51	.....
12002	Indianapolis to Madison	87	.....	6	4,350 00	.....	50 00	800 00	70 00	5,220 00	.....	60 00	.....
12004	Indianapolis to Terre Haute	75	.....	12	9,125 00	.....	125 00	800 00	617 00	10,542 00	.....	144 41	.....
12007	Indianapolis to Lafayette	64	.....	12	9,600 00	.....	150 00	800 00	118 00	10,518 00	.....	164 34	.....
12010	Indianapolis to Peru	78	.....	6	3,900 00	.....	50 00	800 00	112 00	4,812 00	.....	61 69	.....
12011	Indianapolis to Dayton	110¼	.....	12	13,812 50	.....	125 00	1,600 00	301 00	15,713 50	.....	142 20	.....
12030	Richmond to Logansport	110	.....	6	5,500 00	.....	50 00	800 00	218 00	6,529 00	.....	59 20	.....
12036	Edinburg to Rushville	37	.....	6	1,850 00	.....	50 00	.....	193 00	2,043 00	.....	55 21	.....
12038	Franklin to Martinsville	26	.....	6	1,200 00	.....	46 15	.....	.....	1,200 00	.....	46 15	.....
12064	Cincinnati to Illinoistown	341	.....	12	76,725 00	.....	225 00	5,950 00	859 00	83,534 00	.....	244 96	.....
12081	Jeffersonville to Indianapolis	50	.....	12	.....	.....	150 00	.....	.....	.....	.....	.....	.....
		58	.....	12	11,850 00	.....	75 00	2,400 00	180 00	14,430 00	.....	133 61	.....
12091	New Albany to Michigan City	286	.....	6	28,600 00	.....	100 00	3,200 00	631 00	32,631 00	.....	113 30	.....
12129	Evansville to Terre Haute	110	.....	6	8,250 00	.....	75 00	1,400 00	410 00	10,060 00	.....	91 45	.....
			1,546	.....	.....	188,837 50	.....	.....	.....	.....	213,065 50	.....	136 60
	ILLINOIS.												
11501	Chicago to Milwaukie, Wisconsin	85	.....	12	8,500 00	.....	100 00	1,400 00	98 00	9,998 00	.....	117 60	.....
11502	Chicago to Janesville	91	.....	12	9,100 00	.....	100 00	1,600 00	385 00	11,085 00	.....	121 79	.....

11503	Chicago to Freeport	121		12	12,100 00		100 00	1,600 00	641 00	14,341 00		118 50		
11504	Chicago to Fulton	136		12	13,600 00		100 00	1,600 00	765 00	15,965 00		117 38		
11505	Chicago to Rock Island	181		12	18,100 00		100 00	2,400 00	1,484 00	21,984 00		115 93		
11506	Chicago to St. Louis, Missouri	284¼		12	28,475 00		100 00	3,200 00	2,433 00	34,108 00		132 42		
11507	Chicago to Centralia	253		12	25,300 00		100 00	2,400 00	240 00	27,940 00		110 39		
11509	Dunleith to Cairo	342		12			100 00							
		112		12	51,000 00		150 00	5,600 00	4,148 00	60,748 00		133 80		
11510	Chicago to East Burlington	211		12	21,100 00		100 00	2,400 00	3,109 00	26,609 00		126 06		
11511	Turner to St. Charles	7		6	300 00		42 85			300 00		42 85		
11512	Elgin to White Water	67¼		6	3,375 00		50 00	600 00	287 00	4,262 00		63 14		
11513	Joliet to Lake Station	45		6	2,250 00		50 00	700 00		2,950 00		65 55		
11514	Belvidere to Footville	37		6	1,850 00		50 00	400 00	110 00	2,360 00		63 78		
11515	La Salle to Peoria	62		6	3,100 00		50 00	800 00	558 00	4,458 00		71 90		
11516	State Line to Naples	174¼		12	17,475 00		100 00	2,400 00	1,433 00	21,308 00		121 93		
11517	Terre Haute, Indiana, to St. Louis, Missouri	188		12	18,800 00		100 00	3,200 00	1,876 00	23,876 00		126 96		
11518	Chenoa to Burlington	143		12	14,300 00		100 00	1,400 00	2,344 00	18,044 00		126 15		
11519	Galesburg to Quincy	100		12	10,000 00		100 00	1,400 00	913 00	12,313 00		123 13		
11520	Quincy to Junction	64		12	6,400 00		100 00	600 00	180 00	7,180 00		112 18		
			2,705			265,125 00					319,895 00		118 23	
	WISCONSIN.													
13001	Milwaukie to La Crosse	201¼		12	20,150 00		100 00	2,100 00	1,820 00	24,070 00		119 45		
13002	Milton to Janesville	9¼		12	925 00		100 00							
	Janesville to Monroe	34		6	1,700 00		50 00	500 00	600 00	3,725 00		86 00		
13003	Milwaukie to Prairie du Chien	191		12	19,100 00		100 00	2,400 00	664 00	22,164 00		116 00		
13004	Milwaukie to Columbus	64		6	3,200 00		50 00	700 00	265 00	4,165 00		65 00		
13005	Warren to Mineral Point	33		6	1,650 00		50 00			1,650 00		50 00		
13006	Junction to Oshkosh	47		6	2,350 00		50 00	500 00	250 00	3,100 00		66 00		
13007	Horicon to Berlin	43		6	2,150 00		50 00	500 00	562 00	3,212 00		74 70		
13008	Racine to Freeport	101		6	5,050 00		50 00	1,400 00	434 00	6,884 00		68 15		
			723¼			56,275 00					68,970 00		95 26	
	IOWA.													
10901	Keokuk to Bentonsport	40		7	2,000 00		50 00		30 00	2,030 00		50 75		
10930	Burlington to Rome	36 5-6		6	1,578 00		42 84	600 00	325 00	2,503 00		67 95		
10946	Muscatine to Washington	40		6	2,000 00		50 00		76 00	2,076 00		51 90		
10949	Davenport to Iowa City	68.7		7	3,435 00		50 00			3,435 00		50 00		
	Branch, Wilton Junction to Muscatine													
10956	Fulton to Cedar Rapids	84		6	4,200 00		50 00		515 00	4,715 00		58 13		
10979a	Dubuque to Manchester	47.8		6	2,390 00		50 00	600 00	625 00	3,615 00		75 59		
			317¼			15,603 00					18,374 00		57 09	
	MISSOURI.													
10401	St. Louis to Tipton	163		12	24,450 00		150 00	800 00	125 00	25,375 00		155 67		
10404	St. Louis to Iron Mountain	87		7	6,725 00		75 00	800 00		7,525 00		86 50		
			250			31,175 00					32,900 00		131 60	
	KENTUCKY.													
9504	Louisville to Lexington	94		12	9,4000 00		100 00	1,600 00	1,597 00	12,597 00		134 00		

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay to each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total annual cost per mile in each State.
	KENTUCKY—Continued.												
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
9505	Louisville to Lebanon	67½	.....	6	6,750 00	.....	100 00	700 00	.....	7,450 00	.....	110 37	.....
9524	Nicholasville to Covington	109½	.....	12	10,966 00	.....	100 00	1,600 00	1,444 00	14,010 00	.....	127 75	.....
9709	Paducah to Mayfield	30	.....	6	1,500 00	.....	50 00	.....	.....	1,500 00	.....	50 00	.....
	TENNESSEE.		301 1-6	.....	.....	28,616 00	.....	.....	.....	.....	35,557 00	.....	118 00
10006	Nashville to Chattanooga	153	.....	14	31,000 00	.....	200 50	2,400 00	190 00	33,590 00	.....	216 93	.....
		8	.....	7	.....	.....	50 00	.....	.....	.....	.....	50 00	.....
10008a	Nashville to Columbia	46.77	.....	7	2,338 50	.....	50 00	.....	100 00	2,438 50	.....	52 13	.....
10063	Knoxville to Bristol	130.7	.....	7	26,140 00	.....	200 00	2,400 00	597 00	29,137 00	.....	222 93	.....
10064	Knoxville to Dalton	110	.....	7	22,000 00	.....	200 00	2,400 00	239 00	24,639 00	.....	224 00	.....
10039	Tullahoma to McMinnville	35	.....	7	1,750 00	.....	50 00	.....	.....	1,750 00	.....	50 00	.....
10179	Grand Junction to Jackson	46.61	.....	6	2,330 50	.....	50 00	750 00	.....	3,080 50	.....	66 30	.....
10219	Memphis to Brownsville	57.32	.....	7	2,866 00	.....	50 00	800 00	125 00	3,791 00	.....	66 13	.....
	ALABAMA.		587.40	.....	.....	88,425 00	.....	.....	.....	.....	98,426 00	.....	167 96
7001	Montgomery to Columbus, Georgia	96½	.....	14	32,000 00	.....	271 18	1,675 00	200 00	33,875 00	.....	267 07	.....
	Branch, Opelica to West Point, Georgia	21½	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....
7002	Columbus to Union Springs	53	.....	6	4,543 00	.....	85 70	.....	.....	4,543 00	.....	85 70	.....
7096	Memphis to Stevenson	272½	.....	7	54,500 00	.....	200 00	4,800 00	861 00	10,161 00	.....	220 77	.....
	Branch, Moscow, Tennessee, to Somerville	13½	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
7147	Selma to Talladega	119	.....	6	12,000 00	.....	107 14	1,400 00	281 00	13,681 00	.....	122 15	.....
	MISSISSIPPI.		569	.....	.....	103,718 00	.....	.....	.....	.....	62,935 00	.....	198 47
7401	Vicksburg to Greenbush	83	.....	14	12,450 00	.....	150 00	.....	.....	12,450 00	.....	150 00	.....
7412	Canton to Goodman's	98	.....	7	20,000 00	.....	150 00	800 00	.....	20,800 00	.....	208 00	.....
	Grand Junction to Water Valley	79	.....	7	.....	.....	200 00	.....	.....	.....	.....	.....	.....
7469	Mobile to West Point	230	.....	7	44,000 00	.....	200 00	1,600 00	850 00	46,450 00	.....	211 14	(*)
7486	Memphis to Panola	80	.....	7	4,200 00	.....	70 00	750 00	.....	4,950 00	.....	82 50	.....
7566	St. Francisville to Woodville	28	.....	3	1,000 00	.....	35 71	.....	.....	1,000 00	.....	35 71	.....

7571	Grand Gulf to Port Gibson	8		7	800 00		100 00			800 00		100 00	
7563	Bolton's Depot to Raymond	8		12	700 00		87 50			700 00		87 50	
			507			83,150 00					87,150 00		171 88
	LOUISIANA.												
8152	New Orleans to Canton	208		7	41,600 00		200 00	3,200 00	500 00	45,300 00		217 78	
8154	Algiers to Brashear	80		7	16,000 00		200 00		1,000 00	17,000 00		212 50	
8158	New Orleans to Lafayette City	9		14	300 00		150 00			300 00		150 00	
8171	Baton Rouge to Rosedale	19		6	950 00		50 00			950 00		50 00	
			309			58,950 00					63,550 00		205 66

(*) Pay estimated.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

E.—*Railroad service, as in operation on the 30th of June*, 1858.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
9	Waterville to Bangor	55	.....	6	5,500 00	.....	100 00	800 00	392 00	6,692 00	.....	121 67	.....
108	Portland to Portsmouth, N. H.	52	.....	12	7,837 50	.....	150 72	1,324 00	200 00	9,361 50	.....	180 00	.....
109	Portland to Augusta	{ 73	.....	12	7,300 00	.....	100 00	1,043 00	645 00	8,988 00	.....	123 00	.....
	Branch, Brunswick to Bath		.....			.....					.....		.....
109a	Augusta to Skowhegan	39	.....	6	3,343 00	.....	85 72	557 00	156 00	4,056 00	.....	104 00	.....
110	Portland to State Line, Vt	48	.....	12	16,500 00	.....	100 00	1,600 00	380 00	14,480 00	.....	112 00	.....
		117	.....	6		.....					.....		.....
111	Portland to Bar Mills	18	.....	6	800 00	.....	44 44	.....	.....	800 00	.....	44 44	.....
131	Danville Junction to Waterville	55	.....	6	5,500 00	.....	100 00	800 00	436 00	6,736 00	.....	122 47	.....
150	Leeds Junction to Livermore Falls	20	.....	6	1,000 00	.....	50 00	.....	75 00	1,075 00	.....	53 75	.....
			477	.....	.....	47,780 50	.....	.....	.....	.....	56,188 50	.....	117 80
	NEW HAMPSHIRE.												
251	Concord to Lowell	50	.....	12	7,500 00	.....	150 00	653 00	470 00	8,623 00	.....	172 00	.....
252	Concord to Portsmouth	48	.....	12	2,400 00	.....	50 00	.....	250 00	2,650 00	.....	55 00	.....
253	Concord to Wells River	95	.....	6	10,000 00	.....	105 26	1,352 00	.....	11,352 00	.....	119 50	.....
254	Concord to White River Junction	{ 69	.....	6	8,500 00	.....	103 65	901 00	.....	9,401 00	.....	114 64	.....
	Branch, Franklin to Bristol	{ 13	.....	6		.....					.....		.....
255	Concord to Bradford	26	.....	6	1,500 00	.....	57 70	220 00	.....	1,720 00	.....	66 00	.....
261	Contoocook Village to Hillsboro' Bridge	15	.....	6	750 00	.....	50 00	.....	.....	750 00	.....	50 00	.....
264	Manchester to Henniker	28	.....	6	1,500 00	.....	53 64	700 00	.....	2,200 00	.....	78 57	.....
274	Nashua to Wilton	16	.....	6	900 00	.....	60 00	.....	.....	900 00	.....	60 00	.....
304	Dover to Alton Bay	28	.....	12	2,100 00	.....	75 00	.....	86 00	2,186 00	.....	78 00	.....
305	Great Falls to Union	20	.....	6	1,000 00	.....	50 00	.....	.....	1,000 00	.....	50 00	.....
396	Littleton to Wells River	21	.....	6	1,050 00	.....	50 00	248 00	.....	1,298 00	.....	61 33	.....
			429	.....	.....	37,200 00	.....	.....	.....	.....	42,080 00	.....	97 69
	VERMONT.												
410	Burlington to Rouse's Point	54½	.....	6	6,843 75	.....	125 00	800 00	632 00	8,275 75	.....	151 70	.....
445	White River Junction to Barton	91	.....	6	8,350 00	.....	91 75	892 00	717 00	9,959 00	.....	109 44	.....
462	Windsor to Burlington	117½	.....	6	14,687 50	.....	125 00	1,306 00	555 00	16,548 50	.....	140 84	.....
465	Rutland to North Bennington	59	.....	6	5,900 00	.....	100 00	{ 830 00	532 00	6,812 00	.....	190 00	.....
	Branch to Bennington	5	.....	6	250 00	.....	50 00				.....		.....

471	Bellows' Falls to Windsor	25		6	3,125 00		125 00	187 00	150 00	3,462 00		138 50	
472	Bellows' Falls to Burlington	120		6	15,500 00		129 17	1,635 00		17,135 00		143 00	
477	Brattleboro' to Bellows' Falls	24		6	3,000 00		125 00	180 00	236 00	3,758 00		156 00	
			489½			56,956 25					65,950 25		141 42
	MASSACHUSETTS.												
601	Boston to Portsmouth, N. H.	54		12	8,324 00		154 00	1,376 00	25 00	9,725 00		180 00	
602	Boston to South Berwick Junction	75		12									
	Branch, Rollinsford to Great Falls	3		6	10,525 00		135 00	2,400 00	216 00	13,141 00		165 90	
603	Boston to Lowell	27		18	4,050 00		150 00	340 00		4,390 00		162 60	
604	Boston to Fitchburg	52		12	6,000 00		153 86	694 00	475 00	9,169 00		176 33	
605	Boston to Worcester	45		18	12,375 00		275 00	1,050 00	1,800 00	15,225 00		338 33	
606	Boston to Dover	18		6	900 00		50 00		25 00	925 00		51 40	
607	Boston to Blackstone	35		6	1,700 00		50 00		725 00	2,475 00		70 70	
608	Boston to Providence, R. I.	46		18	5,980 00		130 00	327 00	60 00	6,287 00		136 70	
609	Boston to Plymouth	37½		12	5,400 00		144 00	117 00		5,317 00		147 00	
610	Boston to Medford	5½		6	275 00		50 00			275 00		50 00	
615	Boston to Mattapan	8½		6	364 00		42 00			364 00		42 00	
616	Salem to Lowell	24		6	1,200 00		50 00			1,200 00		50 00	
617	Salem to Gloucester	16		12	800 00		50 00			800 00		50 00	
618	Salem to Marblehead	4		6	200 00		50 00			200 00		50 00	
619	Salem to Danvers	5½		12	275 00		50 00			275 00		50 00	
620	Salem to Laurence	20		6	800 00		40 00			800 00		40 00	
626	Laurence to Manchester	28		12	2,800 00		100 00	380 00	315 00	3,495 00		125 00	
628	Lowell to Laurence	14		12	1,050 00		75 00			1,050 00		75 00	
630	Winchester to Woburn	3		6	150 00		50 00			150 00		50 00	
631	Porter's to Lexington	8		6	400 00		50 00			400 00		50 00	
633	Railroad Depot to Watertown	4		6	200 00		50 00			200 00		50 00	
635	South Acton Depot to Feltonville	9		6	500 00		55 55			500 00		55 55	
636	Groton Junction to Lowell	17		6	900 00		53 00			900 00		53 00	
637	Groton Junction to Mason Village	23		6	1,400 00		61 00		95 00	1,495 00		65 00	
638	Auburndale Station to Newton Lower Falls	2		6	100 00		50 00			100 00		50 00	
639	Natic to Saxonville	4		6	200 00		50 00			200 00		50 00	
640	South Framingham to Northboro'	15		6	750 00		50 00			750 00		50 00	
641	South Framingham to Milford	12		6	600 00		50 00			600 00		50 00	
644	Grafton Depot to Millbury	5		6	250 00		50 00			250 00		50 00	
647	Boston to Dedham	11		6	550 00		50 00			550 00		50 00	
648	North Wrentham to Medway	4		6	200 00		50 00			200 00		50 00	
656	South Braintree Junction to Fall River	42		12	5,100 00		121 43	234 00		5,334 00		126 76	
656a	South Abington to Bridgewater	8		6	250 00		31 00			250 00		31 00	
657	Braintree Depot to Cohasset	12		12	900 00		75 00			900 00		75 00	
663	Middleboro' to Hyannis	47		12	5,500 00		117 00	459 00		6,159 00		131 00	
673	New Bedford to West Wareham	16		12	1,700 00		106 25			1,700 00		106 25	
676	Taunton to Middleboro'	9½		6	712 50		75 00			712 50		75 00	
677	Taunton to Wansfield Junction	12		19	1,200 00		100 00		115 00	1,315 00		109 60	
678	Taunton to New Bedford	21		19	2,400 00		114 30			2,400 00		114 30	
684	Hebronville to Seekonk	8		6	400 00		50 00			400 00		50 00	
685	Worcester to Nashua	46½		6	4,625 00		100 00	600 00	465 00	5,690 00		123 00	
686	Worcester to Albany	158		12	33,150 00		209 81	1,475 00	1,261 00	36,886 00		233 45	
689	Sterling Junction to Fitchburg	14		6	1,050 00		78 00			1,050 00		78 00	
690	Fitchburg to Bellows Falls	64		6	7,500 00		117 20	871 00		8,371 00		131 00	
691	Fitchburg to Brattleboro', Vt.	78		6	6,000 00		77 00	700 00	492 00	7,192 00		92 00	

E.—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*
696	Palmer to Amherst	20	.....	6	1,060 00	.....	53 00	.....	.....	1,060 00	.....	53 00	.....
702	Springfield to Keene, N. H	50	.....	12									
		24	.....	6	7,450 00	.....	50 00	561 00	452 00	8,463 00	.....	114 38	.....
703	Springfield to Chicopee Falls	6	.....	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
720	Pittsfield to North Adams	21	.....	6	1,575 00	.....	75 00	.....	.....	1,575 00	.....	75 00	.....
727	Boston to West Lynn Depot	10	.....	12	300 00	.....	30 00	.....	.....	300 00	.....	30 00	.....
	RHODE ISLAND.		1,297½	.....	.....	152,440 50	.....	.....	.....	.....	171,164 50	.....	132 00
801	Providence to Worcester, Mass	44	.....	12	4,400 00	.....	100 00	600 00	1,500 00	6,500 00	.....	147 72	.....
802	Providence to Stonington, Ct	50	.....	12	7,500 00	.....	150 00	364 00	387 00	8,251 00	.....	165 00	.....
803	Providence to Bristol	15½	.....	6	775 00	.....	50 00	.....	80 00	855 00	.....	55 00	.....
	CONNECTICUT.		109½	.....	.....	12,675 00	.....	.....	.....	.....	15,606 00	.....	142 50
925	Allyn's Point to Worcester, Mass	7	.....	6									
		59	.....	12	6,600 00	.....	100 00	600 00	136 00	7,336 00	.....	111 00	.....
927	New London to Palmer, Mass	30	.....	12									
		36	.....	6	5,000 00	.....	75 75	600 00	985 00	6,585 00	.....	100 00	.....
934	Middletown to Berlin Depot	11	.....	12	825 00	.....	75 00	.....	70 00	895 00	.....	81 00	.....
939	New Haven to New London	50	.....	12	5,000 00	.....	100 00	600 00	430 00	6,030 00	.....	122 60	.....
940	New Haven to Springfield, Mass	64	.....	12	17,600 00	.....	275 00	2,111 00	1,390 00	21,030 00	.....	328 60	.....
941	New Haven to Northampton, Mass	76	.....	12									
	Branch, to Collinsville	7½	.....	6	6,288 50	.....	75 00	700 00	481 00	7,443 50	.....	89 00	.....
942	New Haven to New York	76	.....	12	20,900 00	.....	275 00	2,655 00	1,503 00	25,058 00	.....	330 00	.....
944	Bridgeport to Winchester	69	.....	12	4,650 00	.....	75 00	700 00	445 00	5,795 00	.....	93 00	.....
945	Bridgeport to Pittsfield, Mass	110	.....	6									
	Branch, Vandusenville to State Line	11	.....	6	7,186 00	.....	59 40	1,400 00	273 00	8,859 00	.....	73 90	.....
947	South Norwalk to Danbury	23½	.....	6	1,725 00	.....	73 40	.....	180 00	1,905 00	.....	82 00	.....
957	Waterbury to Providence, R. I	129½	.....	6	8,500 00	.....	69 92	1,400 00	382 00	10,286 00	.....	84 00	.....
			748½	.....	.....	84,948 50	.....	.....	.....	.....	101,219 50	.....	135 68

	NEW YORK.													
1001	New York to Dunkirk	460		19	92,000 00		200 00	17,300 00*	8,078 00	117,378 00		255 17		
1002	New York to Albany	144		19	32,400 00		225 00	4,500 00	7,712 00	44,612 00		309 80		
1003	New York to Chatham Four Corners	130¼		6	5,593 00		42 86	1,400 00	1,872 00	8,865 00		67 93		
1007	Brooklyn to Greenport	65		12										
		33		6	8,225 00		83 93	1,400 00	1,592 00	11,147 00		113 75		
1026	Sufferns' to Piermont	18		6	772 00		42 86		98 00	870 00		48 33		
1032	Newburg to Chester	19		6	814 00		42 86		77 00	891 00		46 89		
1064	Hudson to West Stockbridge, Mass	35		6	1,750 00		50 00		20 00	1,770 00		50 57		
1073	Albany to Buffalo	298		25	51,600 00		†200 00	6,300 00	4,542 00	62,442 00		209 54		
1074	Albany to Troy	7		13	1,050 00		150 00			1,050 00		150 00		
1075	Albany to Eagle Bridge	33		12	2,829 00		85 42	758 00	359 00	3,946 00		119 58		
1082	Troy to North Bennington, Vt	32½		12	3,250 00		100 00	545 00	534 00	4,329 00		133 90		
1083	Troy to Schenectady	22		12	1,650 00		75 00		75 00	1,795 00		78 41		
1084	Troy to Saratoga Springs	32.81		12	3,281 00		100 00	521 00	140 00	3,942 00		120 15		
1091	Eagle Bridge to Rutland, Vt	62½		12	6,250 00		100 00	842 00	152 00	7,244 00		115 90		
1099	Saratoga Springs to Castleton, Vt	54		12	5,400 00		100 00	879 00	288 00	6,567 00		121 61		
1122	Plattsburgh to Canada Line	23		6	986 00		42 86		177 00	1,163 00		50 56		
1123	Rouse's Point to Ogdensburgh	119		12	‡9,700 00		81 51	1,400 00	152 00	11,252 00		94 57		
1146	Watertown to North Potsdam	76		6	§3,800 00		50 00	1,200 00	505 00	5,505 00		72 43		
1153	Sackett's Harbor to Pierrepont Manor	18½		6	792 00		42 86		325 00	1,117 00		60 38		
1164	Schenectady to Ballston	16		6	800 00		50 00		150 00	950 00		59 38		
1200	Utica to Boonville	35		12	2,625 00		‖75 00		281 00	2,886 00		82 45		
1210	Rome to Cape Vincent	73		12										
		24		6	8,329 00		85 86	1,600 00	1,046 00	10,975 00		113 15		
1228	Syracuse to Rochester	104		12	20,800 00		200 00	800 00	1,499 00	23,099 00		222 11		
1229	Syracuse to Oswego	35½		12	3,043 00		85 72		420 00	3,463 00		97 51		
1230	Syracuse to Binghamton	80		6	3,429 00		42 86	700 00	893 00	4,952 00		61 90		
1269	Canandaigua to Elmira	68½		12	5,137 50		75 00	820 00	567 00	6,524 50		95 25		
1270	Canandaigua to Niagara Falls	50		12										
		47		6	6,100 00		62 89	1,380 00	614 00	8,094 00		83 44		
1275	Rochester to Niagara Falls	75		12	11,400 00		150 00	800 00	2,030 00	14,230 00		187 24		
1278	Rochester to Avon	18		6	772 00		42 86		258 00	1,030 00		57 22		
1300	Batavia to Attica	11		6	550 00		50 00		100 00	650 00		50 00		
1312	Buffalo to Lockport	22		12	1,100 00		50 00			1,100 00		59 09		
1313	Buffalo to Lewiston	29		12	1,450 00		50 00		110 00	1,560 00		53 79		
1314	Buffalo to Hornellsville	91		12	6,825 00		75 00	800 00	¶32 00	7,657 00		84 14		
1315	Buffalo to State Line	69		19	13,800 00		200 00	2,700 00	1,241 00	17,741 00		257 11		
1369	Corning to Batavia	100		6	4,286 00		42 86	2,400 00	847 00	7,533 00		75 33		
1375	Owego to Ithaca	33		12	1,415 00		42 86	700 00	198 00	2,313 00		70 09		
1459	Suspension Bridge to Detroit, Mich	229		6	9,160 00		40 00			9,160 00		40 00		
			2,893 81			333,163 50					419,732 50		145 04	
	NEW JERSEY.													
2801	New York to New Brunswick	36		19	**13,500 00		375 00	1,560 00	1,775 00	16,835 00		467 63		
2802	New York to Easton	64		12	6,400 00		100 00	700 00	1,487 00	8,587 00		134 17		

* A portion of this route agency service belongs to Ohio routes.
† On 80 miles of this route the pay is only $100 a mile.
‡ $775 of the contract pay is for mail messenger service.
§ $1,900 additional per annum is allowed for part of year; service is 12 times a week.
‖ Only $50 a mile is allowed during part of the year; service is six trips a week.
¶ Contractor furnishes mail messenger supply to intermediate offices.
** Includes $2,700 being 25 per cent. on $300 a mile for night service, and for a third extra trip.

E.—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
2803	New York to Hackettstown	63		12	6,300 00		100 00	800 00	1,338 00	8,438 00		133 93	
2818	New Brunswick to Philadelphia, Pa.	54		19	*20,250 00		375 00	2,340 00	2,167 00	24,757 00		458 46	
2838	Waterloo to Newton	11		12	550 00		50 00		50 00	600 00		54 54	
2848	Jamesburg to Freehold	11		6	572 00		52 00			572 00		52 00	
2857	Trenton to Belvidere	64		12	3,850 00		50 00	900 00	674 00	5,424 00		70 44	
	Branch to Flemington	13		6									
2874	Philadelphia, Pa., to South Amboy, N. J.	72		7	9,800 00		136 11		366 00	10,166 00		141 19	
2884	Camden to Atlantic City	60		6	2,572 00		42 86		547 00	3,119 00		51 98	
2888	Burlington to Mount Holly	7		12	350 00		50 00			350 00		50 00	
			455			64,144 00					78,848		173 29
	PENNSYLVANIA.												
3001	Philadelphia to Columbia	70		14	14,000 00		200 00	1,177 00	2,111 00	17,288 00		246 97	
	Branch, Lancaster to Columbia	13¼		6	675 00		50 00			675 00		50 00	
3002	Philadelphia to Pottsville	97		12	14,218 00		146 58	1,600 00	4,272 00	20,090 00		207 11	
3012a	Philadelphia to Pennelton	20		6	1,000 00		50 00			1,000 00		50 00	
3015	Westchester to Philadelphia	34		12	1,070 00		35 66			1,070 00		35 66	
3029	Lancaster to Harrisburg	37½		14	7,525 00		200 00	623 00	170 00	8,318 00		221 07	
3039	Columbia to Middletown	19		6	815 00		42 90		440 00	1,255 00		66 05	
3046	Reading to Harrisburg	54		6	5,400 00		100 00	700 00	911 00	7,011 00		129 83	
3055	Port Clinton to Williamsport	119		12	11,900 00		100 00	1,275 00	2,297 00	15,472 00		130 01	
3057	Schuylkill Haven to Tremont	12		6	550 00		45 83			550 00		45 83	
3103	Sunbury to Mount Carmel	28		6	1,400 00		50 00			1,400 00		50 00	
3109	Easton to Mauch Chunk	46		6	2,300 00		50 00	700 00	1,415 00	4,415 00		95 97	
3109a	Mauch Chunk to Jeansville	23½		6	1,150 00		50 00			1,150 00		50 00	
3158	Great Bend to New Hampton	133		6	7,980 00		60 00	1,400 00	2,152 00	11,532 00		86 70	
3196	Harrisburg to Auburn	59		6	1,770 00		30 00			1,770 00		30 00	
3200	Harrisburg to Chambersburg	52		12	5,200 00		100 00	700 00	125 00	6,025 00		115 86	
3201	Harrisburg to Pittsburg	250		14	50,000 00		200 00						
	Branch to Hollidaysburg	10		7	500 00		50 00	3,600 00	4,442 00	59,542 00		212 65	
	Branch to Indiana	99		7	1,000 00		50 00						
3210	Hanover Junction to Hanover	19		12	950 00		50 00			950 00		50 00	
3243	Sunbury to Williamsport	49		6	9,100 00		50 00		393 00	2,493 00		57 69	
3260	Williamsport to Elmira	77		12	7,700 00		100 00	696 00	396 00	8,851 00		114 94	

3373	Blossburg to Corning	40		6	2,000 00		50 00	700 00	264 00	2,964 00		74 10	
3300	Huntington to Hopewell	34		6	1,700 00		50 00		32 00	1,732 00		50 94	
3410	Pittsburg to Kittaning	43		6	3,150 00		73 26	700 00		3,850 00		89 53	
3448	Northville to Erie	90		14	4,000 00		200 00		947 00	4,947 00		212 35	
3480	Strasburg to Lemon Place	4		6	172 00		43 00			172 00		43 00	
3485	Scranton to Rupert	58.1		6	2,905 00		50 00	600 00	591 00	4,096 00		70 00	
3510	Philadelphia to Easton	54.19		6	2,756 00		42 86			2,756 00		42 86	
	Branch to Doylestown	10.11		6									
3511	Pittsburg to Connellsville	60		6	2,400 00		40 00	700 00	425 00	3,525 00		58 75	
3514	Harrisburg to Port Treverton	44		6	2,200 00		50 00	1,200 00	400 00	3,800 00		86 36	
3515	Port Treverton to Treverton	15		6	450 00		30 00		200 00	650 00		43 33	
			16181-4			160,936 00					198,579 00		193 72
	DELAWARE.												
3818	Wilmington to Seaford	85.1	85.1	12	†12,037 50	12,037 50	141 45	1,400 00	2,885 00	16,322 50	16,322 50	191 80	191 80
	MARYLAND.												
3901	Baltimore to Washington	40		26	12,000 00		300 00	1,972 00	704 00	14,676 00		366 90	
3902	Baltimore to Wheeling, Va	179		19	94,300 00		300 00	5,400 00	2,823 50	102,423 50		267 42	
		201		13			200 00						
	Branch to Frederick	3		7			100 00						
3902a	Grafton to Parkersburg	104		6	10,400 00		100 00	1,600 00	673 00	12,673 00		191 85	
3903	Baltimore to Philadelphia, Pa	102		19	‡37,500 00		367 64	5,088 00	1,759 50	44,287 50		434 18	
3904	Baltimore to Harrisburg, Pa	86		14	17,850 00		200 00	3,600 00	124 50	21,574 50		217 92	
	Branch to Columbia	13		7			50 00						
3919	Annapolis to Annapolis Junction	20		13	2,858 00		142 90			2,858 00		142 90	
			748			174,808 00					198,492 50		965 36
	OHIO.												
9006	Bel Air to Columbus	137		12	27,575 00		200 00	2,400 00	725 00	30,700 09		224 00	
9010	Steubenville to Newark	116		6	8,700 00		75 00	1,400 00	499 00	10,839 00		87 41	
	Branch to Cadiz	8		6	240 00		30 00						
9050	Pittsburg to La Porte	413		12	56,787 50		137 50	4,800 00	1,361 00	62,948 50		152 40	
9097	Erie to Cleveland	96		13	21,600 00		225,00	1,800 00	889 00	24,289 00		265 53	
9108	Cleveland to Wellsville	58½		12	12,937 50		150 00	1,600 00	1,019 00	15,556 50		155 50	
		41½		6			100 00						
9110	Cleveland to Toledo	110		12	22,000 00		200 00	1,600 00	75 00	23,675 00		215 22	
9014	Hudson to Millersburg	62		6	1,860 00		30 00	700 00	273 00	2,833 00		45 69	
9120	Bayard to New Philadelphia	32		6	1,372 60		42 86	400 00	92 00	1,864 00		58 25	
9121	Oneida Mills to Carrollton	12		6	360 00		30 00			360 00		30 00	
9142	Sandusky to Newark	194		6	12,400 00		100 00	1,400 00	688 00	14,488 00		116 83	
9171	Columbus to Cleveland	60		12			225 00						
		78		12	29,100 00		200 00	1,800 00	1,040 00	31,940 00		231 44	
9177	Columbus to Xenia	55		13	12,375 00		225 00	900 00	241 00	13,516 00		245 74	

* Includes $4,050, being 25 per cent. on $300 a mile for night service, and a third extra trip.
† Includes $1,400 for daily mail to Philadelphia
‡ Includes $6,900 for ferry at night, and accommodation for agents in night trains.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
9178	Columbus to Piqua	73	.....	6	3,129 00	.....	42 86	700 00	300 00	4,129 00	.....	56 56	.....
9186	Galion to Union City	119	.....	12	17,850 00	.....	150 00	1,900 00	120 00	19,170 00	.....	161 00	.....
9274	Toledo to Cleveland	114	.....	6	5,700 00	.....	50 00	1,600 00	781 00	8,081 00	.....	77 64	.....
9275	Toledo to State Line	244	.....	12	24,400 00	.....	100 00	3,900 00	537 00	28,137 00	.....	111 21	.....
9276	Toledo to Elkhart	133	.....	6	6,650 00	.....	50 00	1,600 00	238 00	8,488 00	.....	63 71	.....
9302	Cincinnati to Richmond	73	.....	6	4,693 00	.....	64 29	800 00	836 00	6,329 00	.....	86 69	.....
9303	Cincinnati to Dayton	60	.....	12	7,500 00	.....	125 00	444 00	994 00	8,938 00	.....	144 98	.....
9306	Cincinnati to Springfield	19	.....	6	16,525 00	.....	100 00	900 00	1,795 00	19,150 00	.....	227 97	.....
		65	.....	13	.....	.....	225 00						
9394	Cincinnati to Marietta	197	.....	6	19,700 00	.....	100 00	2,100 00	1,859 00	23,059 00	.....	117 50	.....
9325	Blanchester to Hillsboro	21	.....	6	787 50	.....	37 50	.....	49 00	836 50	.....	39 83	.....
9329	Marietta to Zanesville	133	.....	6	9,975 00	.....	75 00	1,600 00	1,029 00	12,604 00	.....	94 77	.....
9330	Xenia to Dayton	17	.....	12	2,125 00	.....	125 00	912 00	.....	2,337 00	.....	137 47	.....
9371	Dayton to Union City	47	.....	6	2,350 00	.....	50 00	588 00	40 00	2,978 00	.....	63 38	.....
9373	Dayton to Lima	76	.....	6	3,800 00	.....	50 00	600 00	100 00	4,500 00	.....	59 21	.....
9391	Springfield to Sandusky	132	.....	12	13,200 00	.....	100 00	978 00	979 00	14,457 00	.....	109 52	.....
	Branch, Cary to Finley	16	.....	6	480 00	.....	30 00	.....	.....	480 00	.....	30 00	.....
9392	Springfield to Delaware	50	.....	6	2,143 00	.....	42 86	.....	105 00	2,248 00	.....	44 96	.....
9394	Springfield to Dayton	94	.....	12	2,400 00	.....	100 00	178 60	205 00	2,783 60	.....	115 98	.....
9406	Portsmouth to Reid's Mills	56	.....	6	2,400 00	.....	42 86	700 00	.....	3,100 00	.....	55 35	.....
9407	Cleveland to Youngstown	67	.....	6	3,350 00	.....	50 00	800 00	423 00	4,573 00	.....	68 25	.....
9408	Rochester to Bel Air	68	.....	6	5,100 00	.....	75 00	700 00	190 00	5,990 00	.....	80 80	.....
9409	Union City to Indianapolis, Ia	85	.....	12	19,750 00	.....	150 00	1,900 00	983 00	14,233 00	.....	165 94	.....
			3,292	.....	.....	374,314 00	.....	.....	.....	.....	429,619 50		130 50
	VIRGINIA.												
4801	Aquia Creek to Richmond	75	.....	14	19,950 00	.....	264 24	2,600 00	360 00	22,910 00	.....	303 44	.....
4802	Richmond to Petersburg	94	.....	14	7,350 00	.....	300 00	1,000 00	.....	8,350 00	.....	340 81	.....
4803	Petersburg to Weldon, N. C	64	.....	14	19,900 00	.....	300 00	2,000 00	100 00	22,000 00	.....	348 43	.....
4831	Alexandria to Richmond	166	.....	14	28,875 00	.....	175 00	2,800 00	111 00	31,786 00	.....	192 03	.....
	Branch to Warrenton	9	.....	7	450 00	.....	50 00	.....	.....	450 00	.....	50 00	.....
4836	Tudor Hall to Woodstock	74	.....	6	3,193 15	.....	42 86	1,900 00	296 00	4,389 15	.....	62 94	.....
4854	Richmond to Danville	62	.....	12									
		139	.....	6	16,650 00	.....	117 67	2,400 00	50 00	19,100 00	.....	134 98	.....
4855	Petersburg to Lynchburg	120	.....	6	15,975 00	.....	124 66	1,600 00	.....	16,975 00	.....	138 00	.....

4856	Lynchburg to Bristol	204		6	30,600 00		150 00	3,200 00	1,284 00	35,084 00		172 00	
4903	Gordonsville to Jackson's river	63.15 / 59.20		7 / *	10,162 00		83 78	1,600 00	100 00	11,862 00		97 73	
4957	Petersburg to City Point	12		6	600 00		50 00			600 00		50 00	
4961	Hicksford to Gaston, N. C.	20		7	1,000 00		50 00			1,000 00		50 00	
4972	Portsmouth to Weldon, N. C.	80		7	8,000 00		100 00	1,200 00		9,200 00		115 00	
5001	Winchester to Harper's Ferry	32		6	3,200 00		100 00		40 00	3,240 00		101 25	
			1,146.35			164,605 15					187,546 15		163 60
	NORTH CAROLINA.												
5601	Weldon to Wilmington	162		14	48,600 00		300 00	3,700 00	130 00	52,430 00		323 46	
5610	Goldsboro' to Charlotte	223		7	22,300 00		100 00	3,200 00	1,070 00	26,570 00		119 17	
5665	Raleigh to Weldon	99		7	9,900 00		100 00	1,600 00	124 00	11,624 00		117 41	
5673	Clarksville Junction to Clarksville, Va	22		6	1,100 00		50 00			1,100 00		50 00	
			506			81,900 00					91,794 00		181 07
	SOUTH CAROLINA.												
6001	Columbia to Greenville and branches	166½		6	15,600 00		93 55	2,100 00	156 00	17,856 00		107 08	
6002	Columbia to Charlotte	110		6	11,700 00		106 36	1,400 00	242 00	13,342 00		121 29	
6011	Kingsville to Wilmington, N. C.	171		14	42,750 00		250 00	4,000 00	532 00	47,282 00		276 50	
6012	Kingsville to Augusta, Ga	117		14	27,787 50		237 50	3,000 00	453 00	31,240 50		267 01	
	Kingsville to Columbia	27		14	6,062 50		224 53			6,062 50		224 53	
	Kingsville to Camden	39		7	1,950 00		50 00		150 00	2,100 00		53 85	
	Charleston to Branchville	64		14	15,200 00		237 50	1,000 00	72 00	16,272 00		254 25	
6017	Florence to Cheraw	40		7	2,000 00		50 00	800 00	425 00	3,225 00		80 62	
6080	Chester C. H. to Yorkville	23½		6	1,400 00		59 57			1,400 00		59 57	
6113	Newberry C. H. to Laurens C. H.	31		6	1,328 57		42 86			1,328 57		42 86	
6157	Alston to Simsville	25		6	1,071 43		42 86			1,071 43		42 86	
6168	Charleston to Florence	103½		14	15,543 75		150 00	1,600 00	837 00	17,980 75		173 51	
			917½			142,193 75					159,160 75		173 40
	GEORGIA.												
6301	Savannah to Macon	192		14	29,100 00		151 56	2,400 00	140 00	31,640 00		164 79	
6302	Macon to Atlanta	102		7	10,200 00		100 00		235 00	10,435 00		102 30	
6303	Macon to Columbus	102		14	15,300 00		150 00	1,350 00	50 00	16,700 00		163 72	
6304	Fort Valley to Albany	79½		7	5,943 75		75 00	200 00	250 00	6,393 75		80 67	
6314	Millin to Augusta	54		14	8,100 00		150 00	900 00	365 00	9,365 00		173 42	
6392	Milledgeville to Gordon	17		7	1,000 00		58 82			1,000 00		58 82	
6396	Milledgeville to Eatonton	23		7	1,150 00		50 00			1,150 00		50 00	
6391	Augusta to Atlanta / Branch, Camak to Warrenton	174½ / 3½		14 / 7	41,818 00		234 60	3,000 00	180 00	44,998 00		258 44	
6392	Atlanta to West Point	86½		14	20,543 75		237 50	1,275 00	144 00	21,962 75		253 90	
6393	Atlanta to Chattanooga, Tenn	140		14	22,750 0		162 50	3,200 00	384 00	26,334 00		188 10	
6398	Double Wells to Washington	19		6	950 00		50 00			950 00		50 00	
6399	Union Point to Athens	40		6	2,000 00		50 00			2,000 00		50 00	
6465	Kingston to Rome	19		7	1,108 00		58 31			1,108 00		58 31	

* 7 times a week 4 months; 3 times a week 8 months.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
6532	Brunswick to Satilla	30½	.....	3	907 50	.....	30 00	.....	278 00	1,185 50	.....	38 86	.....
6534	Savannah to Zero	72½	.....	6	3,107 00	.....	42 86	.....	.....	3,107 00	.....	42 86	.....
6547	Barnesville to Thomaston	17.07	.....	6	853 50	.....	50 00	.....	.....	853 50	.....	50 00	.....
			1,179.07	.....	.....	164,631 50	.....	.....	.....	.....	179,169 50	.....	152 87
	FLORIDA.												
6870	Tallahassee to St. Mark's	21½	.....	*	1,087 50	.....	50 00	.....	.....	1,087 50	.....	50 00	.....
6872	Fernandina to Starke	73½	.....	6	7,325 00	.....	100 00	.....	.....	7,325 00	.....	100 00	.....
6881	Tallahassee to Walker's Mill	25½	.....	3	765 00	.....	30 00	.....	.....	765 00	.....	30 00	.....
			120½	.....	.....	9,177 50	.....	.....	.....	.....	9,177 50	.....	76 16
	MICHIGAN.												
13002a	Detroit to Toledo	65	.....	12	6,500 00	.....	100 00	800 00	260 00	7,560 00	.....	116 30	.....
13003	Detroit to Chicago	282½	.....	12	42,375 00	.....	150 00	3,600 00	894 00	46,869 00	.....	165 90	.....
13003a	Lake Station to Joliet	45	.....	6	1,929 00	.....	42 86	700 00	150 00	2,779 00	.....	61 75	.....
13005	Detroit to Grand Rapids	157½	.....	6	11,794 00	.....	75 00	2,100 00	960 00	14,854 00	.....	94 45	.....
13018	Toledo to Chicago	242	.....	12	36,300 00	.....	150 00	3,200 00	1,892 00	41,392 00	.....	170 62	.....
13019	Monroe to Adrian	36	.....	6	3,086 00	.....	85 71	800 00	.....	3,886 00	.....	108 00	.....
13020	White Pigeon to Three Rivers	13	.....	6	325 00	.....	25 00	.....	200 00	525 00	.....	40 38	.....
13025	Adrian to Jackson	40	.....	6	1,714 00	.....	42 86	700 00	185 00	2,599 00	.....	65 00	.....
			880½	.....	.....	104,093 00	.....	.....	.....	.....	190,464 00	.....	136 77
	INDIANA.												
14500	Indianapolis to Cincinnati	113½	.....	12	11,350 00	.....	100 00	1,600 00	437 00	13,387 00	.....	117 94	.....
14501	Indianapolis to Dayton	112	.....	12	14,000 00	.....	125 00	1,600 00	231 00	15,831 00	.....	141 21	.....
14502	Indianapolis to Madison	87	.....	6	4,350 00	.....	50 00	800 00	107 00	5,257 00	.....	60 42	.....
14503	Indianapolis to Lafayette	64	.....	12	9,600 00	.....	150 00	800 00	279 00	10,679 00	.....	166 70	.....
14504	Indianapolis to Terre Haute	74	.....	12	9,250 00	.....	125 00	800 00	533 00	10,583 00	.....	143 01	.....
14505	Indianapolis to Peru	78	.....	6	3,900 00	.....	50 00	800 00	110 00	4,800 00	.....	61 86	.....
14512	Franklin to Martinsville	26	.....	6	780 00	.....	30 00	.....	.....	780 00	.....	30 00	.....
14513	Edinburg to Shelbyville	17	.....	6	738 00	.....	42 00	.....	121 00	849 00	.....	49 94	.....
14515	Jeffersonville to Edinburg	77	.....	12	8,925 00	.....	225 00	2,300 00	310 00	11,535 00	.....	149 80	.....
14516	New Albany to Michigan City	61	.....	6	.....	.....	100 00	.....	.....	.....	.....	.....	.....
		126	.....	6	.....	.....	50 00	.....	.....	.....	.....	.....	.....
		98	.....	12	25,650 00	.....	150 00	2,900 00	656 00	30,806 00	.....	100 80	.....

14599	Evansville to Terre Haute	110		6	8,250 00		75 00	1,400 00	325 00	2,975 00		90 68	
14533	Cincinnati to Illinoistown	341		12	59,675 00		175 00	5,950 00	877 00	66,509 00		195 09	
14783	Richmond to Lafayette	110		6	5,500 00		50 00	800 00	293 00	6,593 00		59 93	
	ILLINOIS.		1,497¼			162,958 00					187,987 00		
13252a	Terre Haute, Indiana, to St. Louis, Missouri	195¼		12	19,550 00		100 00	3,000 00	891 00	23,374 00		119 56	
13251	State Line to Naples	174¾		12	13,107 00		75 00	2,400 00	1,333 00	16,840 00		96 36	
13264	Chicago to St. Louis, Missouri	292		12	29,200 00		100 00	3,200 00	1,133 00	33,533 00		114 84	
13368a	Quincy to Mt. Sterling	40		6	2,000 00		50 00	600 00	180 00	2,780 00		69 50	
13392a	Chenoa to East Burlington	143		12	10,725 00		75 00	1,400 00	730 00	12,855 00		90 00	
13394a	La Salle to Peoria	62		6	3,100 00		50 00	800 00	546 00	4,446 00		71 71	
13438	Chicago to Rock Island	181		12	18,100 00		100 00	2,400 00	703 00	21,203 00		117 14	
13439	Chicago to Freeport	121		12	12,100 00		100 00	1,600 00	291 00	13,991 00		115 63	
13440	Dunleith to Cairo	454		12	45,400 00		100 00	5,600 00	4,651 00	55,651 00		199 58	
13441	Chicago to Centralia	253		6	10,843 00		42 86	2,400 00	240 00	13,483 00		53 30	
13442	Chicago to Fulton	136		6	10,200 00		75 00	1,600 00	678 00	12,478 00		91 75	
13443	Chicago to Janesville	91		12	6,460 00		60 00	1,600 00	193 00	7,253 00		79 70	
13444a	Chicago to Milwaukie, Wisconsin	85		12	8,500 00		100 00	1,400 00	96 00	9,996 00		117 60	
13453	Galesburg to Quincy	101		12	10,100 00		100 00	1,400 00	749 00	12,249 00		121 97	
13459	Turner to St. Charles	7		6	300 00		42 86			300 00		42 86	
13505	Elgin to Whitewater	67½		6	2,893 00		42 86	600 00	255 00	3,784 00		55 53	
13696	Turner to East Burlington	58		12			125 00						
		123		12	19,450 00		100 00	2,400 00	2,594 00	24,374 00		135 41	
	WISCONSIN.		2,583¼			221,028 00					268,754 00		104 01
13655a	Racine to Freeport	101		6	4,339 00		42 86	1,400 00	434 00	6,136 00		61 00	
13662	Milwaukie to Prairie du Chien	191		12	11,460 00		60 00	2,400 00	664 00	14,524 00		76 04	
13684a	Horicon to Berlin	43		6	1,843 00		42 86	500 00	562 00	2,905 00		67 50	
13741	Milton to Monroe	45		12	2,700 00		60 00		600 00	3,300 00		73 33	
13806a	Fond du Lac to Junction	30		6	1,286 00		42 86	500 00		1,786 00		59 53	
13825	Milwaukie to Tomah	156		6	6,685 00		42 86	1,400 00	1,630 00	9,715 00		62 40	
13826	Milwaukie to Columbus	64		6	2,741 00		42 86	700 00		3,441 00		53 76	
	IOWA.		630 00			31,044 00					41,834 00		86 40
9300a	Keokuk to Bentonsport	40		7	2,000 00		50 00		30 00	2,030 00		50 75	
9321a	Burlington to Rome	36 5-6		6	1,578 00		42 84	600 00	325 00	2,503 00		67 95	
9339a	Muscatine to Columbus City	23		7	1,100 00		50 00		96 00	1,196 00		51 00	
9343a	Davenport to Iowa City	55¼		14	5,152 00		75 00			5,152 00		75 00	
	Branch	13 1-5											
9347a	Fulton, Illinois, to Cedar Rapids	84		6	4,200 00		50 00		156 00	4,356 00		51 85	
	MISSOURI.		251 8-15			14,030 00					15,187 00		60 00
9030	St Louis to Jefferson City	125		7	15,625 00		125 00	1,600 00	195 00	17,420 00		139 36	
8815a	St. Louis to Pilot Knob	80		7	4,000 00		50 00		400 00	4,400 00		35 00	
			205 00			19,625 00					21,820 00		106 00

* 6 times a week 7 mos.; 3 times a week 5 mos.

E.—Continued.

Number of route.	Termini.	Distances.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	KENTUCKY.	Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
8202	Louisville to Lexington	94	.....	12	8,100 00	.....	86 17	1,600 00	1,597 00	11,297 00	.....	120 18	.....
8215	Lexington to Covington	97½	.....	14	9,766 00	.....	100 00	1,600 00	1,218 00	12,584 00	.....	128 47	.....
8259a	Paducah to Mayfield	30	.....	6	1,500 00	.....	50 00	.....	.....	1,500 00	.....	50 00	.....
			221½	.....	.....	19,366 00	.....	.....	.....	.....	25,381 00	.....	114 50
	TENNESSEE.												
8455	Nashville to Chattanooga	159	.....	14	25,000 00	.....	157 22	2,400 00	190 00	27,590 00	.....	173 52	.....
8486	Knoxville to Dalton	110	.....	14	16,500 00	.....	150 00	2,400 00	239 42	19,139 42	.....	174 00	.....
8499	Russellville to Bristol	80 1-5	.....	6	12,330 00	.....	150 00	.....	.....	12,330 00	.....	150 00	.....
8595a	Grand Junction to Jackson	46.61	.....	7	2,330 50	.....	50 00	750 00	.....	3,080 50	.....	66 09	.....
8635	Memphis to Brownsville	57.39	.....	7	2,866 00	.....	50 00	800 00	195 00	3,791 00	.....	66 13	.....
8665	Tullahoma to McMinnville	35	.....	7	1,750 00	.....	50 00	.....	.....	1,750 00	.....	50 00	.....
8666	Knoxville to Russellville	48½	.....	6	7,275 00	.....	150 00	2,400 00	247 00	9,922 00	.....	205 60	.....
			538.63	.....	.....	68,051 50	.....	.....	.....	.....	77,602 92	.....	144 00
	ALABAMA.												
7001	Opelika to West Point, Ga	21½	.....	14	5,106 25	.....	237 50	325 00	.....	5,431 25	.....	252 61	.....
7020	Columbus, Ga., to Monterey, Ala	96½	.....	14	24,125 00	.....	250 00	1,350 00	240 00	25,715 00	.....	266 47	.....
7023	Columbus, Ga., to Guerryton, Ala	40	.....	7	1,482 00	.....	37 05	.....	.....	1,482 00	.....	37 05	.....
7073	Memphis, Tenn., to Stevenson	271	.....	7	27,100 00	.....	100 00	4,800 00	892 00	32,792 00	.....	120 74	.....
	Branch, Macon, Tenn., to Somerville, Tenn	13½	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
7114	Selma to Columbiana	79	.....	6	3,086 00	.....	42 86	.....	.....	3,086 00	.....	42 86	.....
			514½	.....	.....	61,574 25	.....	.....	.....	.....	69,111 25	.....	134 32
	MISSISSIPPI.												
7202	Jackson to Brandon	13½	.....	7	1,350 00	.....	100 00	.....	.....	1,350 00	.....	100 00	.....
7204	Jackson to Vicksburg	46	.....	7	4,600 00	.....	100 00	.....	.....	4,600 00	.....	100 00	.....
7316	Bolton's Depot to Raymond	8	.....	6	600 00	.....	75 00	.....	.....	600 00	.....	75 00	.....
7315a	Jackson to Canton	24	.....	7	2,400 00	.....	100 00	.....	.....	2,400 00	.....	100 00	.....
7316½	Grand Gulf to Port Gibson	8	.....	6	500 00	.....	62 50	.....	.....	500 00	.....	62 50	.....
7419	St. Francisville to Woodville	28	.....	3	1,000 00	.....	35 70	.....	.....	1,000 00	.....	35 70	.....
7423	Mobile to Macon, Wis	239	.....	6	13,200 00	.....	60 00	1,400 00	.....	15,200 00	.....	63 00	.....

7485	Memphis, Tenn., to Tatesville	40		6	1,200 00		30 00	1,500 00		2,700 00		67 25	
	LOUISIANA.		399½			25,570 00					28,470 00		63 92
7805	New Orleans to Osyka	86		7	8,600 00		100 00	1,600 00		10,400 00		118 18	
7808	New Orleans to Tigersville	82		6	12,300 00		150 00			12,300 00		150 00	
	TEXAS.		170			21,100 00					22,700 00		133 59
8074	Harrisburg to Richmond	39		6	1,500 00		43 50			1,500 00		43 50	
	Houston to Junction	7		6	350 00		50 00			350 00		50 00	
			39			1,850 00					1,850 00		47 43

* Under coach contract.

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.

Steamboat service as in operation on the 30th of September, 1858.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	
New Hampshire	311	Alton Bay to Wolfboro and to Centre harbor and Meredith Village.	10		6	800 00		During navigation between Centre Harbor and Meredith Village.
			20		3			
	318	Weir's Bridge to Centre Harbor	30		6	650 00		During navigation.
				60			1,450 00	
Massachusetts	669	Hyannis to Nantucket	30		6	2,500 00		
	672	New Bedford to Edgartown	30		3	1,250 00		Mails to be carried six times a week when boats run so often.
	680	Fall River to New York	180		6	3,500 00		
				240			7,250 00	
Rhode Island	804	Providence to Newport	98		6	800 00		Mails to be carried 12 times a week when boats run so often.
				98			800 00	
Connecticut	926	Allyn's Point to New York	135		6	3,000 00		
	931	Stonington to New York	125		6	7,000 00		
				260			10,000 00	
New York	1004	New York to Manhasset	18		6	300 00		
	1076	Albany to New Baltimore	15		6	485 00		
	1108	Whitehall to Plattsburgh	95		(*)	4,200 00		
	1375	Ithaca to Cayuga	40		6	1,713 00		
				168			7,298 00	
New Jersey	2902	New York to Elizabethport	12		12	1,200 00		Part of railroad contract.
				12			1,200 00	
Pennsylvania	3409	Pittsburg to Brownsville	55		6	3,000 00		
				55			3,000 00	
Ohio	9232	Portsmouth to Cincinnati	123		3	2,500 00		
	9309	Cincinnati to Maysville	64		6	4,000 00		
				187			6,500 00	
Virginia	4901 (part.)	Washington to Aquia Creek	55½		14	14,437 50		
	4946	Richmond to Norfolk	148		6	4,000 00		
	4973	Norfolk to Baltimore	200		6	16,500 00		
	4974	Norfolk to New York	300		1	500 00		
	4975	Norfolk to Old Point Comfort	21		6	1,948 00		
	4976	Norfolk to Matthews Court-house	60		4	850 00		

	4979	Norfolk to Eastville	57		3	3,300 00		Seven miles land service.
	4984	Baltimore to Yorktown	200		1	780 00		
	5088	Wheeling to Parkersburg	94		3	3,200 00		
	5395	Parkersburg to Pomeroy, Ohio	60		3	1,400 00		
				1,195½			46,235 50	
North Carolina	5608 (part.)	Greenville to Washington	24		6	968 00		
	5623	Wilmington to Smithville	30		2	800 00		
	5661	Franklin Depot to Plymouth	99		3	2,500 00		
	5852	Plymouth to Hamilton	60		3	1,515 00		
	5882	Newbern to Wysoking	125		1	1,050 00		
				338			6,833 00	
South Carolina	6041	Charleston to Savannah, Ga	160		1	1,300 00		
	3236	Charleston to New York	720		2	500 00		
				880			1,800 00	
Georgia	6307	Savannah to Pilatka, Fla	379½		3	15,000 00		
	0309	Savannah to New York	800		1	2,080 00		
	6310	Savannah to Philadelphia	800		1	2,080 00		
				1,979½			19,160 00	
Florida	6801	Charleston, S. C., to Pilatka	300		1	3,640 00		
	6805	Pilatka to Mellonville	125		1	2,500 00		
	6842	Bainbridge, Ga., to Apalachicola	206		(†)	15,000 00		
	6852	New Orleans, La., to Key West	1,000		(‡)	70,000 00		
	6853	Pensacola to Milton	30		6	2,500 00		
	6857	Alligator to Bay Port	310		(‖)	7,000 00		
				1,971			100,640 00	
Michigan	12509	Detroit to Ontonagon	640		2	7,000 60		During navigation.
				640			7,000 00	
Illinois	11772	Rock Island to Galena and Dubuque	100		6	6,837 00		Do.
				100			6,837 00	
Wisconsin	13167	Oshkosh to New London	75		6	600 00		Do.
				75			600 00	
Iowa	10903	Keokuk to Davenport	140		6	14,040 00		Pay estimated at $45 the round trip.
				140			14,040 00	
Missouri	10407	St. Louis, Mo., to Keokuk, Iowa	239		6	20,000 00		During navigation.
	10409	Jefferson City to St. Joseph	375		3	29,900 00		
	10696	St. Louis to Memphis, Tenn	420		3	39,750 00		
				1,034			89,650 00	
Minnesota	13500	Prairie du Chien, Wis., to St. Paul	247		6	9,200 00		Do.
	13501	Galena, Ill., to St. Paul	373		6	46,000 00		Do.
				620			55,200 00	
Kentucky	9501	Louisville to Cairo, Ill	376		3	24,700 00		
	9503	Louisville to Cincinnati, Ohio	135		7	9,000 00		
	9672	Hawesville to Canelton, Ia	2		14	200 00		
	9702	Paducah to Cairo, Ill	50		7	7,945 00		
	9703	Paducah to Evansville, Ia	140		3	12,000 00		
	9704	Paducah to Juka, Miss	289		3	12,970 00		
				992			66,815 00	

* Eleven times a week, seven months.
† Three times a week 8 months; twice a week 4 months.
‡ Twice a month.
‖ Twice a month; land service to Shoaltown, 50 miles.

F—Continued.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	
Tennessee	10010	Nashville to Memphis	489	489	3	39,000 00	39,000 00	
Alabama	7002 (part.)	Stockton to Mobile	36	36	7	11,878 17	11,878 17	
Mississippi	7402	Vicksburg to Greenwood	276		2	16,375 00		
		Vicksburg to Yazoo City	110		1			
	7619	New Orleans to Gainesville	120		1	2,000 00		
				506			18,375 00	
Arkansas	7813	Napoleon to Pine Bluff	165		3	11,750 00		
	7814	Napoleon to Jacksonport	435		2	15,875 00		
		Napoleon to Aberdeen	160		1	9,000 00		
	7841	Helena to Wittsburg	150		1	2,000 00		
	7856	Jacksonport to Pocahontas	100		2	8,500 00		
				1,010			47,125 00	
Louisiana	8151	New Orleans to Mobile, Ala	183		7	36,500 00		
	8153	New Orleans to Shreveport	670		3	7,800 00		
	8156	New Orleans to Southwest Pass	150		1	4,500 00		
	8157	New Orleans to Covington	60		3	2,500 00		
	8162	New Orleans to San Francisco, Cal	3,100		(*)	285,000 00		
	8164	New Orleans to St. Francisville	170		4	33,400 00		
	8165	New Orleans to Vicksburg, Miss	397		3	40,000 00		
	8166	New Orleans to Memphis, Tenn	535		3	104,900 00		
	8167	New Orleans to Napoleon, Ark	230		3	22,463 00		
	8168	Napoleon, Ark., to Memphis, Tenn	217		4	20,000 00		
	8188	Brashear to New Iberia	60		3	5,945 00		
	8263	New Orleans to Camden, Ark	400		3	7,800 00		
				6,472			571,808 00	
Texas	8501	New Orleans to Indianola	540		2	55,000 00		
	8502	New Orleans to Brazos Santiago	800		(*)	95,130 00		
	8503	Brashear, La., to Galveston	345		1	45,000 00		
	8504	Brashear, La., to Indianola	400		2	45,000 00		
	8509	Galveston to Houston	80		6	20,500 00		
	8511	Galveston to Liberty	110		3	11,900 00		
	8519	Sabine City to Wiese' Bluff	133		1	2,800 00		
				2,308			295,430 00	

California	12502	San Francisco to Olympia, Washington Territory	950		(*)	122,500 00	
	12503	San Francisco to Sacramento City	120		6	30,000 00	
	12504	San Francisco to Stockton	120		6	33,000 00	
	12506	San Francisco to Petaluma	50		3	3,500 00	
	12517	San Francisco to Napa City	30		3	2,000 00	
	12540	Sacramento City to Marysville	45		6	4,500 00	
				1,315			195,500 00
Oregon Territory	12701	Astoria to Oregon City	144		2	8,100 00	
				144			8,100 00
Washington Territory	12730a	Olympia to Camp Simeahmoo	180		1		
			30		(†)	23,700 00	
	12751	Portland to Wascopum	130		3	4,000 00	
				340			27,700 00

* Twice a month.

† Once in two weeks.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

G.

A table showing the increase and decrease of mail transportation and cost in each State and Territory, during the year ending June 30, 1858.

States.	RAILROAD.						COACH.						INFERIOR MODES.	
	Length of route.		Annual transportation.		Annual cost.		Length of route.		Annual transportation		Annual cost.		Length of route.	
	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.
Maine	19		101,088		$930		334		85,339			$3,480		327
New Hampshire		1	101,036			$6,110	235		95,316		$1,210			98
Vermont		32	947,572			10,862		44		14,716		2,935	52	
Massachusetts		34	156,364			28,945	174		103,498		1,407			118
Rhode Island			9,048			4,699	9			3,432	279			38
Connecticut		6	110,170			14,867	11		208			346		1
New York		44		373,894		15,803	160		131,456			13,836	3	
New Jersey							12			11,860		133	14	
Pennsylvania		231		147,736		14,415	173		2,042			3,313		347
Delaware						5,635	64		36,816		1,194			
Maryland								28		1,359		1,365		93
Ohio		197	33,079			14,800	179		48,604			3,503		187
Virginia		14		32,591		11,839		101		42,354		8,766		135
North Carolina						156		77		13,104		3,019		961
South Carolina		103		150,878		15,543		42		26,208		4,450		
Georgia		139		78,875		6,237		125		69,385		9,229	7	
Florida		99		53,586		8,090		123		44,478		11,864	28	
Michigan		72		54,704		6,403	4		12,948			252		746
Indiana		370		400,608		60,796	131		114,608		23,813			101
Illinois	48			269,584	11,172			144		40,040		2,790		86
Wisconsin		106		91,224		5,226		228		5,893		131	58	
Iowa		221		201,541		12,752		215		126,516		6,895		289
Missouri		80		49,920		4,000		1,296		131,876		902,615		682
Minnesota								1,775		226,958		24,136	269	
Kentucky		30		174,408		1,500		84		15,896		3,059		300
Tennessee		139		85,475		19,510		58		64,859		1,054		87
Alabama							80		90,376			41,597		85
Mississippi		39		44,998				127		21,048		14,840		435
Arkansas							209							201
Louisiana		14		29,952		8,900		38	8,736		2,060	1,638		640

Texas		7		11,094		1,598		2,193		291,752		176,307		1,910
California														700
Oregon								45		4,680		1,400		70
New Mexico							540		4,080		10,114			
Utah														85
Nebraska							57		3,640		140			986
Kansas										23,088		2,229		517
Washington														105
	60	1,981	758,350	2,252,858	12,102	280,556	2,366	6,737	737,590	1,202,394	43,660	542.678	431	10,363
Deduct decrease		60		758,350		12,102		2,366		737,590		43,660		431
Increase		1,901		1,494,508		268,454		4,871		464,804		499,018		9,932

G—Continued.

State	INFERIOR MODES.				STEAMBOAT.						TOTAL ANNUAL TRANSPORTATION.		TOTAL COST.	
	Annual transportation.		Annual cost.		Length of route.		Annual transportation		Annual cost.		Net increase	Net decrease.	Net increase	Net decrease.
	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.				
Maine	.....	206,066	.....	$12,555	.....	.....	.....	.....	.....	.....	19,646	.....	$15,105	.....
New Hampshire	.....	73,164	.....	2,594	.....	.....	.....	3,120	.....	$1,017	.....	120,068	8,511	.....
Vermont	.....	2,466	.....	696	.....	.....	.....	.....	.....	.....	.....	223,390	15,493	.....
Massachusetts	.....	105,894	.....	4,681	20	.....	12,480	.....	.....	2,750	.....	166,378	34,969	.....
Rhode Island	.....	8,268	.....	669	31	.....	11,960	.....	.....	201	.....	9,308	5,260	.....
Connecticut	.....	6,792	.....	2,032	.....	248	.....	154,752	.....	9,400	51,166	.....	26,645	.....
New York	26,705	.....	.....	7,472	234	.....	161,664	.....	$7,501	.....	53,999	.....	29,610	.....
New Jersey	31,152	.....	.....	474	.....	.....	.....	.....	.....	.....	.....	19,299	607	.....
Pennsylvania	.....	141,332	.....	9,218	.....	.....	.....	.....	.....	.....	287,096	.....	26,946	.....
Delaware	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36,816	4,461	.....
Maryland	.....	54,454	.....	4,598	.....	.....	.....	.....	.....	.....	55,806	.....	5,963	.....
Ohio	.....	18,596	.....	2,017	.....	.....	4,500	.....	.....	.....	.....	67,650	13,314	.....
Virginia	.....	62,040	.....	3,836	.....	.....	.....	.....	.....	6,119	136,985	.....	30,553	.....
North Carolina	.....	52,446	.....	3,330	.....	.....	16,240	.....	.....	.....	49,310	.....	6,498	.....
South Carolina	22,638	.....	$2,791	.....	.....	.....	.....	.....	.....	.....	154,448	.....	17,279	.....
Georgia	.....	23,816	.....	1,408	.....	.....	.....	39,468	.....	5,000	211,544	.....	21,867	.....
Florida	17,380	.....	1,088	.....	.....	.....	.....	.....	.....	.....	80,684	.....	18,868	.....
Michigan	.....	99,690	.....	7,472	120	.....	49,920	.....	2,500	.....	91,456	.....	11,697	.....
Indiana	.....	99,770	.....	2,335	.....	.....	.....	.....	.....	.....	315,770	.....	39,318	.....
Illinois	.....	19,984	.....	708	.....	.....	.....	1,456	.....	.....	331,064	.....	.....	$7,674
Wisconsin	2,890	.....	1,185	.....	.....	.....	.....	.....	.....	.....	97,297	.....	4,172	.....
Iowa	.....	39,498	.....	4,428	.....	.....	.....	.....	.....	.....	367,555	.....	24,075	.....
Missouri	.....	57,934	.....	5,169	.....	.....	.....	.....	.....	.....	242,730	.....	211,784	.....
Minnesota	.....	36,306	.....	6,541	.....	.....	.....	.....	.....	.....	263,258	.....	30,777	.....
Kentucky	.....	56,868	.....	4,218	.....	429	36,400	.....	.....	22,269	210,772	.....	31,039	.....
Tennessee	.....	23,992	.....	76	.....	.....	.....	.....	.....	.....	173,999	.....	20,620	.....
Alabama	.....	92,196	.....	14,092	.....	.....	.....	.....	.....	9,615	1,820	.....	65,334	.....
Mississippi	.....	89,696	.....	8,492	.....	230	.....	47,840	.....	20,000	203,512	.....	45,939	.....
Arkansas	.....	102,752	.....	8,555	.....	196	38,848	.....	.....	20,000	85,168	.....	28,755	.....
Louisiana	.....	78,810	.....	7,596	.....	.....	3,533	.....	.....	888	119,451	.....	18,992	.....
Texas	.....	218,848	.....	14,470	30	.....	.....	76,080	.....	9,737	607,704	.....	201,062	.....
California	.....	51,498	.....	10,600	.....	950	.....	45,600	.....	198,500	97,006	.....	123,100	.....
Oregon	.....	4,164	.....	336	.....	.....	.....	.....	.....	.....	8,844	.....	1,734	.....

New Mexico												4,080		10,114
Utah		8,840		640							8,840		640	
Nebraska		65,360		6,246							61,790		6,106	
Kansas		100,468		9,506							123,556		11,735	
Washington		5,460		1,908		180		18,790		22,400	24,180		24,308	
	100,695	1,948,316	4,994	168.97	435	2,233	335,545	387,096	10,001	251,919	4,506,406	646,982	1,191,169	17,788
Deduct decrease		100,695		4.99		435		335,545		10,001	616,982		17,788	
Increase		1,847,621		163,982		1,798		51,491		241,918	3,859,424		1,773,372	

H.

Detailed statement of routes on which improvements have been made and additional expense incurred.

NEW ENGLAND SECTION.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$649,627
June 30, 1857	544,659
Difference	104,968

Caused in great part by the additional sums demanded for railroad service on the following routes, viz:

NEW HAMPSHIRE.

Concord to Lowell, Massachusetts	$1,171
Concord to Portsmouth	257
Concord to Wells River, Vermont	2,875
Concord to White River Junction, Vermont	1,043
Concord to Bradford	200
Dover to Alton Bay	700
Great Falls to Milton	214

VERMONT.

Windsor to Burlington	2,984
Burlington to Rouse's Point	1,497
White River Junction to St. Johnsbury, and extension to Barton, during year	3,121
Bellows' Falls to Windsor	625
Bellows' Falls to Burlington	3,500
Brattleboro' to Bellows' Falls	600
Montpelier to Bradford, changed and additional service	286
Bakerfield to St. Alban's, three additional trips	247
Troy to Barton, three additional trips	79
Three trips from Hancock to Ripton, extension	129

MASSACHUSETTS.

Boston to Portsmouth, New Hampshire	$1,114
Boston to South Berwick Junction, Maine	2,710
Boston to Lowell	450
Boston to Fitchburg	1,475
Boston to Worcester	2,153
Boston to Dover	406
Boston to Providence, Rhode Island	1,332

Boston to Plymouth	$2,175
Lawrence to Manchester, New Hampshire	1,400
Lowell to Lawrence	350
Groton Junction to Mason Village, New Hampshire	414
South Braintree Junction to Fall River	1,300
Middleboro' to Hyannis	1,458
New Bedford to West Wareham	900
Taunton to New Bedford	300
Taunton to Middleboro', (ordered during year)	712
Fitchburg to Bellows' Falls, Vermont	1,000
Fitchburg to Brattleboro', Vermont	1,363
Palmer to Amherst	203
Worcester to Albany, New York	6,650
Worcester to Nashua, New Hampshire	1,156
Springfield to Keene, New Hampshire	1,250
Pittsfield to South Adams	575
Six additional trips from Boston to Roxbury	110
Three additional trips from Newburyport to Exeter	50
Extension from Mendon to Uxbridge	150
Taunton to Swansea, failure of contractor	107
Extension from North Attleboro' to Wrentham	100
Six additional trips from Charleston Depot to Globe Village	100

RHODE ISLAND.

Providence to Stonington	2,500
Providence to Worcester, Massachusetts	1,100
Providence to Bristol	263

CONNECTICUT.

Allyn's Point to Worcester, Massachusetts	543
New London to Palmer, Massachusetts	628
Middletown to Berlin Depot	325
New Haven to New London	715
New Haven to Springfield, Massachusetts	1,767
New Haven to Northampton, Massachusetts	2,141
New Haven to New York, New York	1,400
Bridgeport to Winchester	1,525
Bridgeport to Pittsfield	2,043
South Norwalk to Danbury	418
Waterbury to Providence, Rhode Island	2,363
Service on routes established by act of March 3, 1857	2,690
Additional route agents appointed, viz:	
One, Portland to Skowhegan	800
Two, Boston to New York, each $900	1,800
One, Brattleboro' to Bellow's Falls	800

Temporary agent between Campville and Winchester, at $1 a day.	
Mail messengers, additional pay, principal items:	
At Boston, Massachusetts	$1,050
At Norwich, Connecticut	625
At Manchester, New Hampshire	400
Transfer of two steamboat routes from New York to New England section, viz:	
Stonington to New York	7,000
Allyn's Point to New York	3,000
Extension, Newtown to South Britain	100

MAINE.

Additional service ordered during the year, principal items:	
Rockland to Bath, failing contractor	2,195
Additional trip, Augusta to Belgrade	190
Three additional trips between Skowhegan and Norridgewock	112
Extension from Harmony to Athens	133
Six additional trips between Dexter and Newport	200
Additional trip between Springfield and Topsfield	63
Two additional trips between Oldtown and Milo	94
Three additional trips between East Pittsfield and Cambridge, and extension to Harmony	150
Three additional trips, Exeter to Etna	54
Three additional trips, Kennebunk Depot to Alfred	175
Extension from Biddeford to Limerick	352
Extension from Temple Mills to Farmington	126

Balance occasioned by advanced prices demanded by bidders for coach and horse service at the lettings for the term from July 1, 1857, to June 30, 1861.

NEW YORK.

Aggregate cost of mail transportation, including route agents, local agents and mail messengers:	
June 30, 1858	$609,370
June 30, 1857	565,313
Difference	44,057

This difference is accounted for, in part, by increased pay demanded on railroad routes, as follows, viz:	
Brooklyn to Greenport	$1,775
Hudson to West Stockbridge	$750
Rouse's Point to Ogdensburg	2,975
Elmira to Niagara Falls	3,298
Buffalo to Hornellsville	1,120
Suspension Bridge to Detroit	2,560

New routes (length 151 miles) put in operation during the year	-2,697
Increased expense for route agents, including 11 express agents on the Erie railroad, travelling between New York and Cincinnati; also additional expense for messenger service at the city of New York, and other points in the State	16,447

Balance occasioned by increased rate of cost of transportation on horseback and coach routes, resulting from the higher rates of the accepted bids at the general lettings for the State, held in April, 1857, (service to commence July 1, 1857,) as compared with the previous contract term.

NEW JERSEY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$111,251
June 30, 1857	109,362
Difference	1,889

This difference is accounted for by the following improvements ordered during the year:

New routes established by act of Congress approved August 18, 1856	$500
Route from Pedricktown to Sweedsboro', (tri-weekly)	250
Route from New York to Hackensack, second daily trip ordered	100
Route from Denville to Boonton, second daily trip ordered	100
Route from Newton to Milford, three additional trips to Branchville	140
Route from Freehold to Imlaystown, extended to Allentown,	116
Route from Absecon to Port Republic, three additional trips,	120
Additional allowance to messenger at Jersey City	250
Additional allowance to messenger at Trenton	250

Additional allowances for supply of new offices on regular routes, where distance has been increased, &c., not enumerated.

PENNSYLVANIA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$426,922
June 30, 1857	387,750
Difference	39,172

This difference is accounted for, in part, by the following improvements, ordered during the year:

New routes established by act of Congress approved August 18, 1856	$14,266
Route from Philadelphia to Newtown, service ordered up to six times a week the year round	100
Route from Philadelphia to Chadd's Ford, new service	1,050
Route from Westchester to Philadelphia, for delivering mail twice a week at Paoli	50
Route from Gap to Piquea, new service	210
Route from Reading to Harrisburg, service transferred to railroad	4,400
Route from Reading to Fredericksburg, three additional weekly trips	300
Route from Reading to Manatawny, two additional weekly trips	174
Route from Birdsborough to Morgantown, three additional weekly trips	266
Route from Spring Haven to Hereford, service improved to six trips a week	367
Route from Morgantown to Piquea, for extension of route	100
Route from Rehersburg to Stouchburg, for increased distance, and one additional trip	86
Route from Muncy to New Albany, 50 per cent. additional for led horse	87
Route from Mauch Chunk to Jeansville, new service	1,150
Route from Allentown to Rehersburg, three additional weekly trips to Hamburg	426
Route from Moselem to Pricetown, new service	55
Route from Allentown to Mertztown, new service	600
Route from Kutzville to Reading, second weekly trip	124
Route from Stroudsburg to Mauch Chunk, for increased distance	61
Route from Wilkesbarre to Depot, new service	300
Route from Honesdale to Pleasant Mount, route extended, and service improved to six trips a week	350
Route from White Haven to Saylorsburg, route extended, and second weekly trip ordered	250
Route from Athens to Troy, two additional weekly trips	238
Route from Troy to Mansfield, third weekly trip	75
Route from Montrose to Binghamton, additional allowance for led horse and extension of route	264
Route from Carlisle to Stoughstown, second weekly trip	125
Route from Heradon to Minersville, extension of route	51
Route from Hanover Junction to Hanover, extended to New Oxford	300
Route from Danville to Northumberland, new service	487
Route from Sunbury to Williamsport, new service	1,500
Route from Bloomsburg to Cambria, three additional weekly trips	250

Route from Bloomsburg to Whitehall, extended to Turbotville - - - - - - - - $137
Route from Dewart to Elimsport, new service - - 125
Route from Williamsport to Bellefonte, second daily trip to Lockhaven - - - - - - - 494
Route from Elkland to Lawrenceville, extended by commencing at Westfield, 14 miles further, and improving service to six times a week over entire route - - 340
Route from Donaldson to Millersburg, changed by commencing at Tremont and ending at Dalmatia, and improving service to six times a week - - - 171
Route from Elkland to Middleburg Centre, second weekly trip - - - - - - - - 70
Route from Crescent to Smith's Mills, third weekly trip between Loretto and St. Augustine - - - 106
Route from Saltsburg to Freeport, two additional weekly trips - - - - - - - - 258
Route from Greensburg to Salem Cross Roads, service changed and improved - - - - 225
Route from Mahoning to Newman's Mill, second weekly trip - - - - - - - - 137
Route from McKean's Old Stand to Tinker Run, contractor failed, and service performed under special arrangement 142
Route from Waynesburg to West Alexander, offices embraced - - - - - - - 107
Route from West Alexander to West Finley, new service 125
Route from Bellefonte to Tyrone, three additional weekly trips - - - - - - - - 98
Route from Caledonia to Karthaus, new service - - 300
Route from Clearfield to Clarion, relet, (contractor having failed,) increasing cost - - - - - 1,017
Route from Clearfield to Ridgeway, new contract, (contractor having failed,) increasing cost - - - 550
Route from Clearfield to Keating, 50 per cent. additional for led horse - - - - - - - 212
Route from Mercer to Lawrenceburg, second weekly trip to Harrisville - - - - - - - 87
Route from Titus to Perry, third weekly trip - - 58
Route from Pittsburg to Independence, third weekly trip 248
Route from Dunningsville to Herriottsville, extended to Pittsburg, and third weekly trip ordered over entire route - - - - - - - - 216
Route from Harmony to Mercer, three additional weekly trips - - - - - - - - 650
Route from Erie to Meadville, contractor failed and new contract ordered, increasing cost - - - 600
Route from Pittsburg to Waterford, three additional weekly trips to Union Mills - - - - - 651
Route from Russellsburg to Germany, new service - 100
Route from Smithport to Warren, second weekly trip - 230

Route from Sinnamahoning to Smithport, two additional trips on part of route	$259
Route from Scranton to Kingston (railroad) extended to Rupert	2,365

Additional allowances for supply of new officers on regular routes where distance has been increased, &c., not enumerated.

DELAWARE.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$30,072
June 30, 1857	25,336
Difference	4,733

This difference is accounted for by new service, and extension of railroad service on the route from Wilmington to Seaford.

MARYLAND.

Aggregate annual cost of mail transportation:

June 30, 1858	$233,846
June 30, 1857	227,883
Difference	5,963

This difference is accounted for mainly by service placed on new routes established by act of Congress approved August 18, 1856.

VIRGINIA.

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

June 30, 1858	$387,068
June 30, 1857	350,880
Difference,	36,188

The following are the principal items of increase during the year:

New service put in operation under the act of August 18, 1856, amounting to	$3,420 00
Transfer of the great southern mail from the Orange and Alexandria, and Virginia Central railroads, to the Richmond, Fredericksburg, and Potomac railroad during nine months in the year	2,512 00
Three additional weekly trips between Piedmont Station and Upperville, on route from Piedmont Station to Winchester	50 00

Route from Fredericksburg to Beaver Dam Depot, changed to supply Clover Green and Andrews	$75 00
Improvement of service on Richmond and Danville, South Side, and Virginia and Tennessee railroad, providing for increased expedition and the conveyance of the southwestern through mails	15,775 00
Extension of service on Virgina Central railroad, from Millboro' to Jackson's River	1,314 00
Four-horse coach service from Virginia Central railroad terminus, by Covington, to Callaghan's	362 00
Route from Charlottesville to Lynchburg, improved from three times a week to daily service, with expedited schedule, and to convey southwestern through mail	4,700 00
Route from Harrisonville to Bath Alum, established by act of March 3, 1857, put under contract for tri-weekly service six months of the year in two-horse coaches, at net cost over superseded service of	900 00
Route from Guyandotte to Catlettsburg, Kentucky, improved from twice a week to three times a week service	350 00
Third weekly trip between Accomac Court-House and Locust Mount	72 50
Third weekly trip between Cherrystone Landing and Capeville	60 00
Route from Old Church to King and Queen Court-House extended, to commence at Richmond	210 00
Second weekly trip from Harrisburg, by Green Mount, &c., to New Market	175 00
Second weekly trip between Clarksburg and Shinnston	50 00
Curtailment of route from Cox's Mills to Ritchie Court-House, to end at Oxford, and two additional weekly trips	93 00
Two additional weekly trips between West Union and Webb's Mills	298 00
Increased grade of service on the route from Abingdon to Cumberland Gap, from two-horse to four-horse coaches, under re-advertisement	2,375 00
Semi-weekly service between Chatham Hill and Marion	104 00
Increase over cost of temporary service between Concord Depot and Danville	102 00
Tri-weekly service between Shawsville and Simpson's	120 00
Daily service between the terminus of the Virginia Central railroad and Sweet Springs during the watering season	100 00
Mail messenger service between the Baltimore and Ohio and Northwestern Virgina railroads and post offices in Virginia, not included in the Virgina report of June 30, 1857, being mostly included in the Maryland report of that year	5,658 00

NOTE.—The sum of these items is greater than the net increase for the year; this excess, as well as the cost of supplying new offices and other items not specified, being balanced by the amount saved

by the curtailment or discontinuance of unnecessary or superseded service.

NORTH CAROLINA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:	
June 30, 1858 - - - - - - -	$202,154
June 30, 1857 - - - - - - -	193,969
Difference - - - - - - -	8,185

The following are the principal items of increase:

New service put in operation under the act of 18th of August, 1856, amounting to - - - - - - -	$1,992 50
Additional route agent between Weldon and Goldsboro'	700 00
Route agent between Portsmouth, Virginia, and Plymouth, North Carolina - - - - -	800 00
Second weekly trip between Everettsville and Strabane -	83 00
Weekly service between Greenville and Bethel - -	110 00
Second weekly trip between Bath and Leechville -	163 00
Second weekly trip between Washington and Campbell's Creek - - - - - - - -	400 00
Third weekly trip between Plymouth and Columbia -	50 00
Weekly service between Columbia and Gum Neck -	124 00
Change of route from Oxford to Clarksville, with an additional weekly trip - - - - - -	148 00
Daily service between Hillsboro' and Chapel Hill restored	255 00
Grade of service between Salisbury and Morgantown, changed by re-advertising from two to four-horse coaches, and extended to Ashville - - -	1,660 00
Second weekly trip between Charlotte and Beattie's Ford	190 00
Semi-weekly service between Goldsboro' and Hookertown changed to tri-weekly service between Mosely Hall and Hookertown, and weekly service ordered between Goldsboro' and Bull Head - - - - - -	90 00
Tri-weekly two-horse coach service between Salisbury and Mocksville - - - - - - -	700 00
Tri-weekly service in two-horse coaches between Danville, Virginia, and Haw River - - - - -	997 00
Tri-weekly service between Greensboro' and Yanceyville	695 00

NOTE.—The last two items are in lieu of service costing $1,325, discontinued 1st of June, 1857, and consequently not included in the report of the 30th of June of that year; and also of $744 deducted on discontinuance of three of the weekly trips on the route from Greensboro', by Reidsville, to Danville, Virginia.

SOUTH CAROLINA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$215,607
June 30, 1857	194,316
Difference	21,291

The following are the principal items of increase:

For extension of route from Adamsville to Bennettsville, 9½ miles, to commence at Clio	$60 00
For extension of route from Edgefield Court-House to Longmire's Store, 8 miles, to end at Shatterfield	88 00
For an additional trip per week from Barnwell Court-House to Allendale	150 00
For increase of pay on route from Winnsboro' to Pinckneysville, under act of 7th June, 1858	195 00
For an additional trip per week from Laurens Court-House to Glenn Springs	233 00
For new railroad service from Charleston to Florence, after deducting the amount saved on service superseded, net	13,883 00
For daily mail from Georgetown to Gourdin's Turnout, in lieu of service from Georgetown to Charleston, after deducting the amount saved on service superseded, net	1,977 00
For tri-weekly service from Cheraw to Chesterfield Court-House, in lieu of inferior service hereafter connected with North Carolina section	200 00
For an additional route agent between Greenville and Columbia	700 00
For three route agents between Charleston, Florence, and Cheraw	2,400 00
For new mail messenger service on the route from Charleston to Florence	837 00
For new service put in operation under act of 18th of August, 1856, after deducting amount saved on service superseded, net	538 00

GEORGIA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$294,844
June 30, 1857	272,200
Increase	22,644

The following are the principal items of increase:

For three additional trips per week from Albany to Bainbridge	$2,367

For an additional trip per week from Savannah to Pilatka, Florida	$5,000
For excess paid new contractor (old one having failed) on route from Griffin to Greenville	276
For three additional trips per week from Jonesboro' to Fayetteville	180
For three additional trips per week from Perry to Hawkinsville	476
For an additional trip per week from Perry to Henderson	70
For an additional trip per week from Washington to Abbeville, South Carolina	246
For semi-weekly service from Hiawassee to Blairsville	208
For two additional trips per week from Newnan to Franklin, after deducting the amount saved on service superseded, net	158
For new service put in operation under act of August 18, 1856, after deducting the amount saved on service superseded, net	9,027
For new railroad service from Brownsville to Satilla, net	359
For new railroad service from Savannah to Zero, net	1,236
For new tri-weekly coach service from Zero to Waresboro'	
For daily mail, during watering season, from Forsyth to Indian Springs	100
For railroad service (in lieu of coach) from Barnesville to Thomaston, net	384
For new mail messenger service on railroad route from Fort Valley to Albany	250
For two conductor route agents on same route	200
For new mail messenger service on railroad route from Brunswick to Satilla	278

FLORIDA.

Aggregate annual cost of mail transportation, including route and local agents, mail messengers, &c.:

June 30, 1858	$153,115
June 30, 1857	135,014
Increase	18,101

The following items of increase exhibit an aggregate greater than the above sum. Amounts saved by the discontinuance of unnecessary service will account for the difference:

For an additional trip per week from Ocala to Tampa	$1,442
For excess paid new contractor (old one having failed) on route from Tampa to Manatee	345
For weekly service from Tallahassee to Ridleysville	400
For new service under act of August 18, 1856	900
For new railroad service from Fernandina to Starke	7,325
For a weekly mail from Augusta to Pierceville	60
For tri-weekly coach service from Starke to Ocala, after deducting the amount saved on service superseded, net	6,172

For tri-weekly coach service from Starke to Newnansville, net	$1,542
For tri-weekly service from Trail Ridge to Middlebury, net	706
For tri-weekly coach service from Callahan to Trader's Hill, Georgia	1,200

ALABAMA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:	
June 30, 1858	$331,857
June 30, 1857	266,403
Increase	65,454

The following items of increase show an aggregate greater than the above sum. Amounts saved by the discontinuance of unnecessary service will account for the difference:

Excess paid for temporary service from Montgomery to Mobile, (contractor having failed)	$58,625
Excess paid new contractor (old one having failed) on route from Tuscaloosa to Columbus, Miss.	649
Excess paid for temporary service (contractors having failed) on route from Columbus to Talladega	4,998
For extension of Barryton and Machesville, Miss., route 10½ miles, to Quitman, Miss.	111
For weekly mail from Andalusia to William's Mill	125
For weekly mail from Mount Meigs to Line Creek	200
For an additional trip per week from West Point, Ga., to Wedowee	270
For two additional trips per week from Wetumpka to Childersburg	505
For a semi-weekly mail from Butler to Quitman, Miss.	650
For a semi-weekly mail from Russellville to Tuscumbia	324
For a semi-weekly mail from Russellville to Pikeville	660
Aggregate annual cost of mail transportation, including route agents, mail messengers, &c., on 30th September, 1858	$356,180
Ditto, 30th June, 1858	331,857
	24,323

The following items of increase show an aggregate of $64,729 greater than the above sum. The amounts saved by dispensing with the expensive temporary arrangements on the routes from Montgomery to Mobile, and from Columbiana to Talladega, and by the discontinuance of unnecessary service, will account for the difference:

For two additional trips per week from Guntersville to Bluntsville	$800
For an additional trip per week from Huntsville to Claysville	187
For three additional trips per week from Courtland to Moulton	708

For extension of Burnt Corn and St. Stephen's route, to commence at Sparta and end at State Line Station, Mississippi, after deducting the amount saved on service superseded, net	$738
For two additional trips per week from Cokerville to Camden	780
For three additional trips per week from Eufaula to Clayton	475
For a daily branch mail from Eufaula to Cuthbert, Ga.,	1,948
For a daily coach route from Lauderdale Springs, Miss., to Greensboro', Ala., transferred from the Mississippi section, and improved by the addition of a daily branch from Bluffport, *via* Demopolis, to Uniontown	12,120
For new service under act of 3d March, 1857	2,142
For two new route agents between Selma and Talladega,	1,400
For new mail messenger service on the same route	281
For excess of new over old contract pay on leading routes, as follows:	
Montgomery to Columbus, Ga., and West Point, Ga.	2,769
Montgomery to Mobile	5,000
Columbus, Georgia, to Union Springs, Alabama	2,543
Huntsville to Montevalla	3,349
Courtland to Tuscaloosa	1,180
Memphis, Tennessee, to Stevenson, Alabama, comprising part of the new route for the great northern and southern mails	27,400
Tuscaloosa to Greensboro'	1,322
Greensboro' to Columbus, Mississippi	5,752
Selma to Talladega	7,672
Seal's Station to Fort Gaines, Georgia	2,767

MISSISSIPPI.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$285,705
June 30, 1857	241,603
Difference	44,102

This difference is accounted for as follows:

Route from Coffeeville to Pontotoc, relet	$249
Route from Jackson to Aberdeen, three additional trips ordered	1,327
Route from Jacinto to Burnsville, new service	400
Route from Macon to West Point, railroad extended	1,920

New routes, mostly established by act of Congress approved August 18, 1856:

Route from Hillsboro' to Garlandsville	$300
Route from Ocean Spring to Dwyer's Ferry	295

Route from Okalona to Sarepta	$450
Route from Paulding to Oakohay	450
Route from Shoobata to Errata	170
Route from Okalona to Ellistown	450
Route from Hillsboro' to Philadelphia	299
Route from Westville to Harrisville	75
Route from Macon to Carrollton	6,140
Route from Grenada to Big Mound	500
Route from Pittsboro' to Graysport	240
Route from Hernando to Austin	949
Route from Canton to Hillsboro'	450
Route from Cooksville to Scoober	575
Route from Carthage to Kosciusko	500
Route from Friar's Point to Hopson's	225
Route from Vicksburg to Napoleon, Ark., (steamboat)	20,000
Route from Canton to Carthage	1,747
Route from West Point to Aberdeen	2,000
Appointment of route agent—Memphis to Oxford	800
Appointment of route agent—Vicksburg to Canton	800
Appointment of route agent—Memphis to Grand Junction	750
Appointment of route agent—Memphis to Grenada	750
Appointment of mail messenger at Macon	336
Appointment of mail messenger at Tatesville	250
Appointment of mail messenger at Marion	130
Appointment of mail messenger at Hurricane	250
Appointment of mail messenger at Farmington	150
Mail messenger at Pascagoula, increased pay	120
Mail messenger at Lobdell's, increased pay	56

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

Year ending June 30, 1859, as ascertained September 30, 1858	$373,255
June 30, 1858	285,705
Difference	87,550

This difference is accounted for as follows:

Route from Grand Junction, Tennessee, to Canton, Mississippi, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858, and carrying the great through mail	$36,400
Route from Vicksburg to Brandon, increased compensation at lettings and an additional trip daily	6,400
Route from Vicksburg to Yazoo City, increased compensation at lettings and extension to Greenwood	7,375
Route from Brandon to Clinton and Greenboro', until July 1, 1858, service cost $8,301; since July 1, 1858, service from Brandon to Schoober, Schoober to Clinton, Herbert to Lauderdale Springs, and from Lauderdale Springs to Greenboro', and cost $28,800, being an increase of	21,499

Route from Juka to Columbus, increased compensation at lettings, and conveyance of through mail	$10,233
Route from New Orleans to Gainesville, new service	2,000
Route from Panola to Grenada, increased compensation at lettings	3,101

ARKANSAS.

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

June 30, 1858	$221,297
June 30, 1857	194,742
Difference	26,555

This difference is accounted for, as follows:

Route from Napoleon to Pine Bluff, change of service from four-horse coach to steamboat	$10,000
Route from Gaster's Landing to Washington, three additional weekly trips	8,100

The following routes mostly established by act of Congress approved August 18, 1856, put in operation, viz:

Des Arc to Fort Smith	$4,100
Pocahontas to Poplar Bluff	447
Pocahontas to Doniphan	169
St. Charles to Brownsville	725
Danville to Waldron	269
Chickela to Roseville	199
Mt. Ida to Dallas	150
Holly Point to Monticello	576
Pine Bluff to Aberdeen	740
Sylamore to Locust Grove	200
Barrowsville to Dover	299
Bloomington to Neoca	270
Canton to Antoine	375

Aggregate annual cost of mail transportation, including route agents, local agents and mail messengers:

For the year ended June 30, 1858, as ascertained September 30, 1858	$290,829
For the year ended June 30, 1857	221,297
Difference	69,532

Thus accounted for:

Route from Little Rock to Clarkesville, increased compensation at the lettings over corresponding service under old contract, which expired June 30, 1858	$15,600
Route from Little Rock to Batesville, ditto, ditto	3,250

Route from Jacksonport to Pocahontas, new service	$8,500
Route from Batesville to Pocahontas, increased compensation at lettings, &c	4,389
Route from Fort Smith to Fayetteville, ditto	2,410
Route from Paraclifta to Doaksville	4,042
Route from Hot Springs to Paris, Texas, new service	1,399
Route from Camden to Rockport, increased compensation at lettings, &c.	3,961
Route from Camden to Trenton, Louisiana, ditto	4,907
Route from Monticello to Monroe, Louisiana, ditto	2,202
Route from Hillsboro' to Monroe, Louisiana, ditto	850
Route from Hamburg to Columbia, new service	1,200
Route from Columbia to Lake Valley, ditto	450
Route from Grand Lake to Lake Village, ditto	300
Route from Hamburg to Eldorado, ditto	650
Route from Little Rock to Pine Bluff, ditto	1,200
Route from Des Arc to Fort Smith, increased compensation at lettings, &c.	7,700
Route from Grand Lake to Hamburg, ditto	880
Route from Lisbon to Lewisville, ditto	567
Route from Hampton to El Dorado	346
Route from Little Rock to Fort Smith	452
Route from Napoleon to Monticello	876
Route from Murfreesboro' to Adams, new service	490
Route from Eldorado to Warren, increased compensation at lettings, &c.	239
Route from Eldorado to Minden, Louisiana, ditto	1,210
Route from Cut-Off to Bastrop, ditto	889
Route from Little Rock to Hot Springs, new service	199

LOUISIANA.

Aggregate cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$515,932
June 30, 1857	497,029
Difference	18,903

This difference is accounted for as follows:

Route from New Orleans to Berwich, railroad, extended and service increased	$8,900
Route from New Orleans to Shreveport, service by the trip	1,225

The following routes mostly established by act of Congress approved August 18, 1856, put into operation, viz:

Route from Vermillion to Mermenton	$250
Route from Lake Providence to Bastrop	620
Route from Pecan Grove to Floyd	700
Route from Marion to Homer	640
Route from Harrisburg to Good Water	400

Route from Clinton to Prospect Hill - - -	$1,638
Route from Natchitoches to Shreveport - - -	1,495
Route from Bastrop to Ashton - - - -	570
Route from Columbia to Alexandria - - -	800
Route from Lake Providence to Pecan Grove - -	550
Route from Franklinton to Davidson - - -	295
Route from Moreauville to Alexandria - - -	666

Aggregate annual cost of mail transportation including route agents, local agents, and mail messengers—

For the year ending June 30, 1859, as ascertained on the 30th September, 1858 - - - - -	$848,854
For the year ended June 30, 1858 - - -	515,922
Difference - - - - - -	332,922

The above difference is accounted for as follows:

Route from New Orleans to Jackson, Mississippi, increased compensation at lettings, over corresponding service under old contract, which expired June 30, 1868; extension of railroad service and conveyance of through mail	$20,950
Route from Cheyneyville to Huntsville, Texas, new service	20,500
Route from New Orleans, Louisiana, *via* Tehuantepec, to San Francisco, California, new service - - -	286,000
Route from New Orleans to Brashear, increased compensation at lettings, with mail messenger service - -	4,900

TEXAS.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

June 30, 1858 - - - - - -	259,300
June 30, 1857 - - - - - -	232,138
Difference - - - - - -	27,162

This difference is accounted for by putting into operation new routes established by act of Congress approved August 18, 1856, viz:

Route from Austin to Sisterdale - - - -	500
Route from Wheelock to Springfield - - -	800
Route from Galveston to Crockett, *via* Liberty - -	10,000
Route from Dallas to Fort Belknap - - -	1,700
Route from Kaufman to Bonham - - - -	596
Route from Alton to Weatherford - - - -	700
Route from Camden to Tyler - - - -	398
Route from New Braunfells to Fredericksburg - -	580
Route from Palestine to Alto Springs - - -	698
Route from Crockett to Nacogdoches - - -	600

Route from Clarksville to Quitman - - -	$644
Route from Henderson to Palestine - - -	1,200
Route from Austin to Fredericksburg - - -	640
Route from Austin to Waco Village - - -	751
Route from La Grange to Richmond - - -	5,000
Route from Coffeeville to Quitman - - -	493
Route from Austin to Hamilton - - - -	380
Route from Bennett to Austin - - - -	900
Route from Fredericksburg to San Saber - - -	500

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for the year ending June 30, 1859, as ascertained—

September 30, 1858 - - - - -	$604,363
Year ended June 30, 1850 - - - -	359,300
Difference - - - - - -	246,063

This difference is accounted for as follows:

Route from New Orleans to Indianola, new service -	$55,000
Route from New Orleans to Brazos Santiago, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858, and embracing Indianola - - - - -	10,130
Route from Brashear to Indianola, increased compensation at lettings, &c. - - - - - -	5,000
Route from Brashear to Galveston, new service - -	45,000
Route from Galveston to Houston, increased compensation at lettings, &c., with three additional trips - -	9,600
Route from Galveston to Liberty, new service (steamboat)	11,900
Route from Houston to Austin, increased compensation at lettings, &c. - - - - - -	2,070
Route from Galveston to Matagorda, increased compensation at lettings, with additional weekly trip - -	1,500
Route from Galveston to Matagorda *via* Velasco, increased compensation at lettings, with additional trip - -	750
Route from Houston to Sandy Point, new service - -	500
Route from Cypress to Huntsville, new service - -	2,470
Route from Hempstead to Waco Village, increased compensation at lettings, with an additional trip - -	2,400
Route from Hempstead to Washington, new service -	1,140
Route from Hempstead to Hodges, new service - -	600
Route from Brenham to Georgetown, new service - -	974
Route from Brenham to Austin, new service - -	672
Route from Washington to Livingston, increased compensation at lettings, with two additional trips - -	2,325
Route from Richmond to Velasco, increased compensation at lettings, with two additional trips - - -	1,250
Route from Richmond to Victoria, increased compensation at lettings, with two additional trips - - -	1,400

RHODES HOUSE

Route from Richmond to San Antonio, increased compensation at lettings, with improvement of service from three times a week to daily	$6,470
Route from Columbus to La Grange, increased compensation at lettings, with additional trips	650
Route from Columbus to Cainey, partly new service	1,500
Route from Bastrop to Seguin, partly new service	960
Route from Gonzales to La Grange, increased compensation at lettings, with two additional trips	600
Route from Gonzales to Goliad, new service	447
Route from Austin to Lampasas, new service	695
Route from Austin to Fredericksburg, increased compensation at lettings, with two additional trips	835
Route from Austin to Caldwell, increased compensation at lettings, with two additional trips	500
Route from San Antonio to Indianola, increased compensation at lettings, service improved to daily	2,293
Route from San Antonio to Eagle Pass, increased compensation at lettings, with an additional trip	750
Route from San Antonio to Corpus Christi, increased compensation at lettings, with an additional trip	1,850
Route from San Antonio to Fredericksburg, increased compensation at lettings, with two additional trips	1,251
Route from San Antonio to Waco Village, increased compensation at lettings, with increased service	2,208
Route from Waco Village to Clarksville, increased compensation at lettings, with increased service	8,967
Route from Georgetown to Fort Worth, partly new	1,030
Route from Fredericksburg to Fort McKavett, new service	1,000
Route from Eagle Pass to Fort Clark, new service	590
Route from Burnet Court-House to Fredericksburg, new service	897
Route from Sabine City to Weiss' Bluff, new service	2,800
Route from Weiss' Bluff to Nacogdoches, new service	4,000
Route from Nacogdoches to Waco Village, increased compensation at lettings, with increased service	3,476
Route from Seguin to Fredericksburg, increased compensation at lettings, with increased service	1,450
Route from Seguin to Fredericksburg, *via* new offices, new service	700
Route from Mission Valley to Yorktown, new service	675
Route from Saluria to Corpus Christi, increased compensation at lettings, with increased service	4,000
Route from Texana to Columbia, partly new	526
Route from Corpus Christi to Rio Grande, new service	890
Route from Brownsville to Laredo, increased compensation at lettings, with increased service	1,195
Route from Liberty to Crockett, increased compensation at lettings, with increased service	7,300
Route from Independence to Waco Village, increased compensation at lettings, with increased service	850

Route from Crockett to Tyler, increased compensation at lettings, with increased service - - -	$2,160
Route from Nacogdoches to Tyler, increased compensation at lettings, with increased service - - -	1,400
Route from Nacogdoches to Brenham, increased compensation at lettings, with increased service - -	2,674
Route from Nacogdoches to Mount Pleasant, increased compensation at lettings, with increased service -	2,800
Route from San Augustine to Marshall, increased compensation at lettings, with increased service - -	1,700
Route from Waco Village to Lampassas, new service -	634
Route from Waco Village to Weatherford, new service -	
Route from Alto Springs to Chambers' Creek, nearly new	2,994
Route from Palestine to Dallas, nearly new - -	5,424
Route from Henderson to Waco Village, increased compensation at lettings, with increased service - -	4,360
Route from Tyler to Paris, increased compensation at lettings, with increased service - - - -	3,900
Route from Dallas to Fort Belknap, increased compensation at lettings, with increased service - - -	900

OHIO.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ended June 30, 1858 - - -	$591,096
For the year ended June 30, 1857 - - -	575,573
Difference - - - - -	15,523
Add, by reason of error in report of 1857 - -	2,40
Total difference - - - - -	17,923

This difference is accounted for by the following improvements, ordered during the year:

New routes established by act of Congress, approved August 18, 1856 - - - - -	$7,150
Route from Barnesville to Woodsfield, improved from horse to coach - - - - - -	52
Route from Freedom to Hiram, three additional trips between Garrettsville and Hiram - - -	67
Route from Elyria to Elyria, one additional trip -	65
Route from Delaware to Prospect, extended to Richmond	95
Route from Circleville to Adelphi, five additional trips between Circleville and Tarlton - - -	632
Route from Bucyrus to Bucyrus, one additional trip -	90
Route from Toledo to Goshen, Indiana, railroad, extended to Elkhart, Indiana - - - - -	3,900
Route from Dayton to Sidney, railroad, extended to Lima	1,700

Route from Columbus to Portsmouth, six additional trips between Circleville and Chillicothe - - -	$500
Route from Jacksonville to Loramies, new service -	70
Mail messenger, appointed at Piquea - - -	100
Mail messenger, appointed at Newark - - -	180
Mail messenger, appointed at Steubenville - -	150
Mail messenger, appointed at Swanton - - -	50
Mail messenger, appointed at Barton - - -	50
One route agent, appointed on route from Toledo to Elkhart - - - - - - - -	800
One route agent, appointed on route from Dayton to Lima	600

Additional allowances for the supply of new offices on regular routes, where the distance has been increased, &c., not enumerated.

KENTUCKY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ending June 30, 1858 - - -	$194,927
For the year ending June 30, 1857 - - -	163,001
Difference - - - - -	31,926

Thus accounted for:

Letting to contract new mail routes created by the act of August 18, 1856, to go into operation July 1, 1857 -	$19,331
Steamboat service: Paducah to Evansville, let to contract September 28, 1857 - - - - -	8,000
Additional expense incurred in reletting the route from Louisville, Kentucky, to Shawneetown, Illinois, under advertisement of February 6, 1857 - - -	7,891

There are deductions for unnecessary service during the year not here enumerated, which will account for the excess.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ending June 30, 1859, as ascertained on the 30th September, 1858 - - - - -	$288,898
For the year ending June 30, 1858 - - -	194,927
Difference - - - - - -	93,971

Accounted for thus:

Putting in operation the steamboat route between Louisville, Kentucky, and Cairo, Illinois, 376 miles, three times a week - - - - - -	$24,700
Route from Louisville to Lexington, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858 - - -	1,300

Route from Louisville to Nashville - - -	$9,720
Route from Louisville to New Haven - - -	6,750
Route from Louisville to Chaplin - - - -	250
Route from Mount Washington to Chaplin - -	303
Route from New Haven to Lebanon - - -	104
Route from Shelbyville to La Grange - - -	125
Route from Nicholasville to Covington - - -	1,200
Route from Lexington to Covington - - -	400
Route from Lexington to Owingsville, &c. - -	1,992
Route from Lexington to Loudon - - - -	4,600
Route from Nicholasville to Harrodsburg - - -	500
Route from Georgetown to Owenton - - -	191
Route from Jericho to Bedford - - - -	63
Route from Warsaw to Williamstown - - -	156
Route from Augusta to Brookville - - -	75
Route from Mount Sterling to Marysville - - -	450
Route from Mount Sterling to Piketon - - -	400
Route from Owingsville to Orangeville - - -	499
Route from Owingsville to Cattlesburg - - -	300
Route from Maysville to Cattlesburg - - -	200
Route from Grayson to Havrehill - - - -	143
Route from Piketon to Osborn's Ford - - -	100
Route from Richmond to Irvine - - - -	219
Route from Stanford to Bryantsville - - -	1,000
Route from Stanford to Albany - - - -	3,000
Route from Danville to Loudon - - - -	2,035
Route from Danville to Lebanon - - - -	825
Route from Elizabethtown to Columbia - - -	321
Route from Lebanon to Glasgow - - - -	4,900
Route from Columbia to Burkesville - - -	747
Route from Columbia to Monticello - - -	314
Route from Campbellton to Columbia - - -	1,446
Route from Glasgow to Albany - - - -	225
Route from Glasgow to Columbia - - - -	250
Route from Scottsville to Bowling Green - - -	132
Route from Franklin to Columbus - - -	1,070
Route from Bowling Green to Hartford - - -	377
Route from Elkton to Greenville - - - -	369
Route from Russellville to Hartford - - -	100
Route from Greenville to Hardinsburg - - -	100
Route from Hartford to Owensboro' - - -	390
Route from Brandenburg to Cedar Grove - - -	80
Route from Morganfield to Uniontown - - -	60
Route from Cloverport to Worthington - - -	50
Route from Hawesville to Cannellton - - -	60
Route from Owensboro' to Madisonville - - -	80
Route from Owensboro' to Russellville - - -	315
Route from Elkton to Clarksville - - - -	330
Route from Hopkinsville to Henderson - - -	1,985
Route from Paducah to Huntingdon - - -	2,250
Route from Paducah to Smithland - - -	252

Route from Princeton to Cadiz	$145
Route from Marion to Morganfield	106
Route from Salem to Golconda	81
Route from Paducah to Hickman	149
Route from Paducah to Murray	433
Route from Paducah to Cairo	1,645
Route from Paducah to Evansville	4,000
For new mail routes established by Congress and put into operation on the 1st July, 1858	6,403
Items under $50 not enumerated.	

TENNESSEE.

Aggregate annual cost of mail transportation including route agents, local agents, and mail messengers—	
Year ended June 30, 1858	$190,232 00
Same year ended June 30, 1857	168,682 00
Difference	21,550 00
Thus accounted for:	
Letting to contract new mail routes created by act of Congress of August 18, 1856, to go into operation July 1, 1857	$4,163 00
Short estimate of expense in putting up service in railroad cars and four-horse coaches daily between Bristol and Russellville at $150 per mile per annum	3,450 00
Route from Rutledge to Dandridge, additional weekly trip	153 50
Route from Kingsport to Jonesboro', additional weekly trip	96 00
Route from Bluntsville to Bristol, let to contract	300 00
Route from McMinnville to Pelham, to supply Bersheba Springs, (4 months,)	100 00
Route from Fayetteville to Salem, additional trip per week	180 00
Route from Trenton to Dresden, additional trip per week	148 00
Route from Sharon to Covington, let to contract	250 00
Route from Dover to Hopkinsville, let to contract	300 00
Route from Copper Mines to Murphy, additional trip	356 00
Route from Knoxville to Russellville, increased pay to $150 a mile, (old pay $50) for daily service by accelerated schedule and to take the great through mails, &c.	4,850 00
Appointment of a route agent on railroad between Memphis and Brownsville	750 00
Charged to Tennessee in report of June 30, 1858, as her portion of expense for consolidated service, (route 9505*a*,) between Louisville and Nashville, the sum of $9,256, against $2,853, which was her portion in the previous report. Difference	$6,403

Aggregate annual cost of mail transportation, including local agents, route agents, and mail messengers, for year ending June 30, 1859, as ascertained Sept. 30, 1858 -	$275,603
Same, year ended June 30, 1858 - - - - -	190,232
Difference - - - - - - -	85,371

Thus accounted for:

Route from Nashville to Lebanon, increased compensation at lettings over corresponding service under old contract, which expired June 30, 1858. - - - -	$1,000
Route from Nashville to Chattanooga, expired June 30, 1858 - - - - - - - -	6,000
Route from Columbia to Tuscumbia, expired June 30, 1858	1,725
Route from Nashville to Cairo, extended to Memphis, expired June 30, 1858 - - - - -	31,362
Route from Lebanon to Loudon, expired June 30, 1858 -	3,159
Route from Knoxville to Bristol, expired June 30, 1858 -	6,535
Route from Knoxville to Dalton, expired June 30, 1858 -	5,500
Route from Rutledge to Dandridge, expired June 30, 1858	1,193
Route from Taylorsville to Abingdon, expired June 30, 1858 - - - - - - - -	2,380
Route from Greenville to Ashville, expired June 30, 1858	2,000
Route from Columbia to Morr's station, expired June 30, 1858 - - - - - - - -	7,066
Route from Camden to Hickman, expired June 30, 1858 -	2,180
Route from Huntingdon to Jackson, expired June 30, 1858	1,603
Route from Waynesboro' to Corinth, expired June 30, 1858	2,700
Route from Waynesboro' to Jackson, expired June 30, 1858	1,900
For new mail routes established by Congress and put in operation on the 1st of July, 1858 - - -	11,601

MISSOURI.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, year ended June 30, 1858 - - - - -	$485,962
Same, year ended June 30, 1857 - - - -	273,663
Difference - - - - - - -	212,299

Thus accounted for:

Letting to contract new mail routes created by act of August 18, 1856, to go into operation on the 1st of July, 1857 - - - - - -	$9,996
Route from St. Joseph's to Council Bluffs, four additional trips per week, ordered at *pro rata* - - -	5,937
Route from St. Joseph's to Salt Lake city, contract ordered for once a week, service in four-mule coaches, at -	190,000
Route from Warsaw to Springfield, additional weekly trip	831
Route from Frémont to Fort Scott, two additional trips -	726

Route from Springfield to Fayetteville, Arkansas, three additional weekly trips	$1,749
Route from Quincy, Illinois, to St. Joseph's, Missouri; three additional weekly trips ordered	9,000
Aggregate annual cost of mail transportation, including local agents, route agents, and mail messengers, year ending June 30, 1859, as ascertained on September 30, 1858	$623,286
Same, year ended June 30, 1858	485,962
Difference	137,324

Thus accounted for:

Amount of increased compensation at the late lettings over that for the service which expired on the 30th June last, arising from various causes, viz:

Route from St. Louis to Tipton	$8,825
Route from St. Louis to Mexico	4,290
Route from St. Louis to Keokuk	5,000
Route from Jefferson City to Booneville	1,460
Route from Jefferson City to Warsaw	1,710
Route from Jefferson City to Tuscumbia	587
Route from Jefferson City to Little Piney	531
Route from Jefferson City to Glasgow	800
Route from Port William to Little Prairie	669
Route from St. Charles to Hannibal	1,500
Route from Labaddie to Hamburg	534
Route from Fulton to Shelbina	900
Route from Paris to Kirksville	768
Route from Quincy to St. Joseph	3,200
Route from Hannibal to Paris	479
Route from Canton to Trenton	1,160
Route from Canton to Lancaster	748
Route from Alexandria to Memphis	400
Route from Bloomington to Huntsville	500
Route from Glasgow to Liberty	5,906
Route from Brunswick to Chillicothe	398
Route from Brunswick to Linneus	457
Route from Princeton to Chillicothe	390
Route from Chillicothe to Bethany	283
Route from Richmond to Gallatin	698
Route from Crab Orchard to Plattsburg	352
Route from St. Joseph to Council Bluffs	4,390
Route from St. Joseph to Albany	751
Route from Liberty to Weston	2,250
Route from Independence to St. Joseph	3,330
Route from Independence to Santa Fé	6,999
Route from Independence to Harrisonville	2,000
Route from Independence to Liberty	648
Route from Warrensburg to Lexington	450

Route from Lexington to Calhoun	$300
Route from Booneville to Independence	4,910
Route from Booneville to Fayette	373
Route from Booneville to Versailles	750
Route from California to Georgetown	3,098
Route from Georgetown to Marshall	500
Route from Georgetown to Clinton	374
Route from Georgetown to Pleasant Hill	5,556
Route from Warsaw to Springfield	2,000
Route from Bolivar to Fort Scott	500
Route from Oceola to Fort Scott	657
Route from Springfield to St. Leger	350
Route from Springfield to Fayetteville	1,000
Route from Springfield to Neosho	810
Route from Springfield to Forsyth	280
Route from Springfield to Greenfield	227
Route from Iron Mountain to Cape Girardeau	1,163
For new mail routes established by Congress, and put in operation on the 1st July, 1858	61,225

The excess is caused by curtailments of expenses not enumerated on routes where the present cost is less than under the old contract.

IOWA.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

Year ended June 30, 1858	$141,398
Year ended June 30, 1857	116,297
Difference	25,101

Thus accounted for:

Letting to contract new mail routes created by act of August 18, 1856, to go into operation July 1, 1857	$8,882
Additional expense for railroad service on route from Keokuk to Bentonsport cost $2,000, and saved $1,000 by curtailment of 9300, difference	1,000
Route from Iowa City to Montezuma, extended to end at Grennell, cost additional	740
Route from Iowa City to Des Moines, three additional weekly trips	2,000
Route from Muscatine to Columbus City, contract ordered with railroad company	1,100
Route from Davenport to Iowa City, with branch Welton Junction to Muscatine, contract ordered	3,435
Route from Fulton to Cedar rapids, contract ordered with Chicago, Iowa, and Nebraska Railroad Company	4,200
Route from Dubuque to Delhi, three additional trips per week	300
Route from Delhi to Independence, three additional trips per week	300

Route from Centreville to Clarenda, one additional trip per week - - - - - - -	$667
Route from Adell to Magnolia, 50 per cent. additional compensation for an additional horse, the mails being too heavy to be conveyed by one horse - - -	580

There are other minor items of cost not here enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ended June 30, 1859, as ascertained September 30, 1858 - - - - - -	$214,564
Same, year ended June 30, 1857 - - - -	141,398
Difference - - - - - -	73,166

Thus accounted for:

Route from Keokuk to Rock Island, increased compensation at lettings over corresponding service under old contract which expired June 30, 1858 - - -	$6,240
Route from Keokuk to Burlington, ditto, ditto - -	710
Route from Charleston to Mount Pleasant, ditto, ditto -	600
Route from Keosauqua to Memphis, ditto, ditto - -	50
Route from Mount Sterling to Alexandria, ditto, ditto -	245
Route from Rome to Fairfield, ditto, ditto - -	4,090
Route from Fairfield to Bloomfield, ditto, ditto - -	605
Route from Mount Pleasant to Washington, ditto, ditto -	62
Route from Salem to Columbus City, ditto, ditto - -	85
Route from Burlington to Muscatine, ditto, ditto - -	510
Route from Iowa City to Fairfield, ditto, ditto - -	540
Route from Iowa City to Dubuque, ditto, ditto - -	502
Route from Iowa City to Des Moines, ditto, ditto - -	4,175
Route from Iowa City to Sigourney, ditto, ditto - -	158
Route from Muscatine to Davenport, ditto, ditto - -	133
Route from Davenport to Walnut Fork, ditto, ditto -	123
Route from Wilton Junction to Iowa City, ditto, ditto -	188
Route from Tipton to Dewitt, ditto, ditto - - -	212
Route from Marengo to Marietta, ditto, ditto - -	438
Route from Marengo to Toledo, ditto, ditto - -	576
Route from Centre Point to Quasqueton, ditto, ditto -	50
Route from Cedar Rapids to Cedar Falls, ditto, ditto -	935
Route from Cedar Rapids to Waterloo, ditto, ditto -	645
Route from Cedar Rapids to Toledo, ditto, ditto - -	587
Route from Cedar Rapids to Marengo, ditto, ditto -	564
Route from Sabula to Savannah, ditto, ditto - -	50
Route from Andrew to Quasqueton, ditto, ditto - -	275
Route from Bellevue to Dewitt, ditto, ditto - -	80
Route from Dubuque to Davenport, ditto, ditto - -	211
Route from Dubuque to Cedar Falls, ditto, ditto - -	1,683
Route from Dubuque to Garnaville, ditto, ditto - -	455
Route from Dubuque to Rochester, ditto, ditto - -	216

Route from Dubuque to Decorrah, ditto, ditto	$1,743
Route from Dubuque to Decorrah, (by New Vienna,) ditto, ditto	1,777
Route from Dubuque to Maynoketa, ditto, ditto	150
Route from Dubuque to Cascade, ditto, ditto	83
Route from Delhi to Marion, ditto, ditto	128
Route from Delhi to Garnaville, ditto, ditto	81
Route from Elkader to Decorrah, ditto, ditto	308
Route from Monona to Colmar, ditto, ditto	90
Route from Monona to Lansing, ditto, ditto	322
Route from Monona to Lansing, via Ion, &c., ditto, ditto	200
Route from Lansing to Decorrah, ditto, ditto	544
Route from West Union to Prairie du Chien, ditto, ditto	100
Route from West Union to Osage, ditto, ditto	660
Route from Prairie du Chien to Elliotta, ditto, ditto	518
Route from Cedar Falls to Fort Dodge, ditto, ditto	2,645
Route from Waterloo to Nevada, ditto, ditto	848
Route from Marietta to Iowa Falls, ditto, ditto	680
Route from Marietta to Newton, ditto, ditto	200
Route from Indianola to Princeton, ditto, ditto	161
Route from Knoxville to Decatur, ditto, ditto	176
Route from Knoxville to Des Moines, ditto, ditto	110
Route from Ottumwa to Des Moines, ditto, ditto	4,420
Route from Oskaloosa to Newton, ditto, ditto	100
Route from Oskaloosa to Council Bluffs, ditto, ditto	4,600
Route from Des Moines to Council Bluffs, ditto, ditto	3,445
Route from Des Moines to Wintersett, ditto, ditto	225
Route from Des Moines to Fort Dodge, ditto, ditto	1,200
Route from Adell to Magnolia, ditto, ditto	150
Route from Bloomfield to Centreville, ditto, ditto	100
Route from Centreville to Clarinda, ditto, ditto	1,700
Route from Charleston to Princeton, ditto, ditto	325
Route from Quincy to Sidney, ditto, ditto	536
Route from Clarinda to Maryville, ditto, ditto	78
Route from Council Bluffs to Sioux City, ditto, ditto	1,009
Route from Fort Dodge to Algona, ditto, ditto	184
For new mail routes established by Congress and put in operation July 1, 1858	23,093

ILLINOIS.

Aggregate cost of mail transportation, including local agents, route agents, and mail messengers—

For the year ending June 30, 1857	$451,354
For the year ending June 30, 1858	444,200
Difference, (decrease)	7,154

In the aggregate the service has been improved, as will be seen on examining the following items, ordered during the year:

Cost of 14 new routes, established by Congress and put into operation	$6,613

Cost in extending service on the Peoria and Oquawka railroad, 53 miles	$4,936
Cost in extending service on the Quincy and Toledo railroad, 40 miles	2,000
Cost of 12 mail messengers for service in consequence of the discontinuance of routes and for the increased railroad service	620
The decreased expense in the aggregate is caused by the transfer of the Illinois section of the Ohio and Mississippi railroad to Indiana, reducing the amount in the total	14,700
By the discontinuance of service on routes where the offices could be better supplied by mail messengers and railroad service	6,595

Cost of minor improvements on small routes, supplying new offices, county seats, &c., not enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ending September 30, 1858	$496,658
For the year ending June 30, 1858	444,200
Difference, (increase)	52,548

This difference is accounted for, in part, by the following additions and improvements incurred in the general lettings:

New routes established by Congress and put into operation	$6,406
Route from Cottage Hill to West Wheeling, two additional trips	300
Route from Joliet to Montgomery, extended and improved	646
Route from Charleston to Olney, extended, with five additional trips	1,700
Route from Xenia to Mount Vernon, extended, with three additional trips	964
Route from Carlisle to Hillsboro', two additional trips	600
Route from Mendon to Fowler's Station, four additional trips	
Route from Quincy to Payson, four additional trips	246
Route from Hamilton to Oquawka, improved service	853
Route from Plymouth to Keokuk, increased expense	300
Route from Rock Island to Oquawka, one additional trip	813

Railroad service.

The expenses incurred additional upon the following routes have resulted chiefly in *equalizing* the pay and increasing the service from single to double daily trips.

Route from Chicago to Janesville	$3,640
Route from Chicago to Fulton	3,400
Route from Chicago to Centralia, (double service)	14,457
Route from Dunleith to Cairo	5,650
Route from Chicago to East Burlington, extension	1,600

Route from Elgin to White Water	$482
Route from Joliet to Lake Station, (transferred)	2,250
Route from State Line to Naples	4,368
Route from Chenoa to Burlington	3,575

The aggregate minor changes for supplying new offices, county seats, changing of routes, and items not enumerated, will not vary the general result.

INDIANA.

Aggregate annual amount of mail transportation, including route agents, local agents, and mail messengers—

June 30, 1858	$281,737
June 30, 1857	234,951
Difference	46,786
Add, by reason of omission in report of 1858	1,250
Total difference	48,036

This difference is accounted for by the following improvements ordered during the year:

Route from Indianapolis to Dayton, improved from coach to railroad	$823
Route from New Albany to Michigan City, the pay was increased because the Terre Haute and Richmond Railroad Company threw down the mails on a connecting route, thereby increasing the number and weight of the mails transported over said route	4,600
Route from Cincinnati to Vincennes, railroad extended to St. Louis, and the great eastern and western mails transferred to it	30,575
Route from Richmond to Logansport, railroad, pay was increased when the company completed the connecting link between Anderson and Kokomo, enabling it to carry the through mails	2,371
One mail messenger appointed at Lebanon	78
One mail messenger appointed at Edinburg	60
One mail messenger appointed at Ligonier	96
One mail messenger appointed at Warsaw	96
Two route agents appointed between Indianapolis and Dayton	1,600
Two route agents appointed between Jeffersonville and Seymour	1,400
Seven route agents appointed between Cincinnati and St. Louis	5,950
Additional allowances for the supply of new offices on regular routes, where the distance has been increased, not enumerated.	

MICHIGAN.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

June 30, 1858	$190,060
June 30, 1857	175,661
Difference	14,399

This difference is accounted for in part by the additions and improvements ordered during the year, as follows:

New routes established by Congress and put into operation	$9,403
Cost attending the extension of the Detroit, Monroe, and Toledo railroad 15 miles	1,471
Cost attending the extension of the Detroit and Milwaukie railroad 57¼ miles	3,826
Aggregate cost of four additional route agents, required by the extension and increase of service on railroads	1,400

The other changes in the service are immaterial, reducing instead of increasing the expense in the aggregate.

Aggregate annual cost of mail transportation, including local agents and mail messengers—

September 30, 1858	$206,597
June 30, 1858	190,060
Difference	16,537

The difference is accounted for in part by the following additional expenses incurred at the general lettings—

Cost of 17 new routes established by Congress and put in operation	$3,773
Route from Ontonagon to Warsaw, one additional trip	1,040
Route from Grand Rapids to Croton, one additional trip	167
Route from Manister to Grand Traverse, one additional trip	1,150
Route from Detroit to Ontonagon, improved service (steamboats)	5,440
Additional pay to the Detroit and Milwaukie railroad for double service	3,942
Extending service on railroad route from Adrian to Jackson	560

Aggregate minor changes for supplying new offices, county seats, &c., not enumerated.

WISCONSIN.

Aggregate cost of mail transportation, including route and local agents and mail messengers—

For the year ended June 30, 1858	$133,169
For the year ended June 30, 1857	127,947
Difference	5,222

This difference is accounted for as follows:

New routes established by act of Congress, approved August 18, 1856	$2,984
Extension of mail service on La Crosse and Milwaukie railroad	2,100

Minor improvements, such as furnishing the mail to new offices, not enumerated.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers—

For the year ending June 30, 1859, as ascertained on September 30, 1858	$169,318
For the year ending June 30, 1858	133,169
Difference	36,149

This difference is accounted for as follows:

New routes established by Congress and put in operation July 1, 1858	$9,600
Two additional route agents appointed, owing to extension of railroads	1,200
Warren and Mineral Point railroad. New road, on which mail service was ordered, at the rate of $50 per mile per annum	1,650
La Crosse and Milwaukie railroad extended to La Crosse, and service increased to twice daily, except Sunday, at $100 per mile per annum	13,465
Milwaukie and Mississippi railroad, pay increased to $100 per mile per annum for double daily, except Sunday, service	7,640
Chicago, St. Paul, and Fond du Lac railroad extended to Oshkosh	1,064
Milwaukie and Columbus railroad, pay increased from $42 86 to $50 per mile per annum	459
Milwaukie and Horicon railroad, pay increased from $42 86 to $50 per mile per annum	307
Racine and Mississippi railroad, pay increased from $42 86 to $50 per mile per annum	721

MINNESOTA.

Aggregate cost of mail transportation, including route and local agents and mail messengers—

For the year ended June 30, 1858	$90,096
For the year ended June 30, 1857	57,069
Difference	33,027

This difference is accounted for by the following additions and improvements ordered during the year:

New routes established by act of Congress August 18, 1856	$18,720
Three additional route agents on steamboat line between St. Paul, Minnesota, and Dubuque, Iowa	2,100
Route from St. Anthony to Sauk Rapids, three additional trips per week	1,000
Route from St. Anthony to Monticello, extended to St. Cloud, and one additional trip per week	1,516
Route from Hastings to Faribault, five additional trips per week	360
Improvement of winter service for conveyance of through mails between Prairie du Chien and St. Paul	9,000

Minor improvements, such as furnishing mail to new offices, county seats, &c., &c., not enumerated.

Aggregate annual cost of mail transportation, including route and local agents, and mail messengers, for the year ending June 30, 1859, as ascertained—

September 30, 1858	$190,314
June 30, 1858	90,096
Difference	100,218

This difference is accounted for by the following additions and improvements:

New routes established by act of Congress of March 3, 1857,	$15,620
Additional cost of steamboat service between St. Paul and Galena, formerly nine trips per week, six at $50 and three at $20 per round trip; now twelve trips per week, six at $50 per round trip, carrying the through mail between Prairie du Chien and St. Paul, and six at $250 per round trip, carrying through and way mails between Galena, Illinois, and St. Paul, these being the lowest bids received	44,400
Additional cost on sixteen routes, the aggregate length of which is 1,161 miles, let in 1857 for the aggregate nominal sum of $1,627, the bidders expecting the benefit of the act of Congress of March 3, 1855, granting pre-emption rights to mail contractors in Territories west of the Mississippi river, now let for $16,328, these being the lowest bids	14,701
Additional cost on eleven routes, the aggregate annual cost of which was $10,078 previous to July 1, 1858, now let for the aggregate annual sum of $23,099, these being the lowest bids received	13,021
Route from Crow Wing to St. Joseph's, one additional trip per month	2,576
Route from Red Wing to Le Sueur, two additional trips per week	1,500

Route from Red Wing to St. Nicholas, one additional trip per week	$900
Route from Red Wing to Winnebago City, one additional trip per week	1,514
Route from Reed's Landing to Faribault, two additional trips per week	1,095
Route from Brownsville to Carimona, two additional trips per week	1,600
Route from Chatfield to La Crosse, two additional trips per week	600
Route from Canon City to New Dublin, one additional trip per week	750
Route from Rochester to Faribault, two additional trips per week	1,200

Route from Faribault to Henderson, service increased from semi-monthly to weekly.

NEBRASKA TERRITORY.

Aggregate annual cost of mail transportion, including route agents, local agents, and mail messengers:

June 30, 1858	$28,529
June 30, 1857	24,635
Difference	3,894

This difference is acounted for by new routes established by act of Congress of 18th of August, 1856, and put into operation, as follows:

Route from Nebraska City to Marysville, extended to Lecompton, Kansas	$2,984
Route from Omadi to Sergeant's Bluff	560
Route from Wyoming to Salt Creek	324

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for the year ending 30th June 1859, as ascertained on the—

30th September, 1858	$39,939
Year ended June 30, 1858	28,529
Difference	11,410

This difference is accounted for as follows:

New service from Columbus to Fort Kearny	$9,989
New service from Logan to Sioux City	200
New service from Dakota to Breckinridge	600
New service from Kenosha to Sidney, Iowa	600

KANSAS TERRITORY.

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers:

June 30, 1858	$36,748
June 30, 1857	25,013
Difference	11,735

This difference is accounted for by new routes established by the act of Congress of August 18, 1856, and put into operation, as follows, viz:

Route from Ossawatomie to Neosho City	$547
Route from Cofachique to Emporia	647
Route from Fort Scott to Cofachique	543
Route from Emporia to Council Grove	373
Route from Sac and Fox agency to Le Roy	443
Route from Lecompton to Richardson	1,273
Route from Shermanville to Cofachique	585
Three additional trips ordered from Westport to Lecompton	2,229
Two additional weekly trips from Westport to Fort Scott	2,680
Two additional weekly trips from Leavenworth to Whiteheads	848
One trip from Westport to Atchison	162
Additional compensation for change of route from Fort Leavenworth to Ossawatomie	1,056

Aggregate annual cost of mail transportation, including route agents, local agents, and mail messengers, for year ending June 30, 1859, as ascertained September, 30, 1858	$144,132
Year ended June, 30, 1858	36,748
Difference	107,384

This difference is accounted for by putting into operation routes lately established by law and improvement of others, as follows:

NEW ROUTES.

From Kansas, Missouri, to Stockton, California	$80,000
Westport, Missouri, to Cofachique	700
Butler to Council Grove	1,997
Fort Scott to Mannaton	119
Fort Scott to Mapleton	139
Fort Scott to Bentonville	2,395
Lawrence to Humboldt	1,200
Lecompton to Ossawatomie	1,800
Lecompton to Marysville	4,444
Lecompton to Richardson	356
Lecompton to Paola	543

From Kansas to Lecompton	$900
Leavenworth to Lawrence	1,000
Leavenworth to Lecompton, (improved)	2,400
Leavenworth to Kansas Falls, (improved)	6,944
St. Joseph to Lecompton, (new)	2,590

PACIFIC SECTION.

(Embracing California, Oregon, Utah, New Mexico, and Washington Territories.)

Cost of service, June 30, 1858	$392,434
Cost of service, June 30, 1857	242,766
Difference	149,668
Cost of service for year ending June 30, 1859, as ascertained September 30, 1858	$1,126,070
Cost of service June 30, 1858	392,434
Estimated excess of cost for year ending June 30, 1859, over that for year ending June 30, 1858	733,636

The increase of cost for year ending June 30, 1858, was almost entirely owing to the following new service let to contract during the year, viz:

Steamboat route, semi-monthly, from San Francisco, California, to Olympia, Washington Territory, 950 miles	$122,500
Steamboat route, weekly, from Olympia to Bellingham Bay, about 200 miles	22,400
Horseback routes, 150 miles in length, in Washington Territory	1,848
The increase of cost for quarter ending September 30, 1858, resulted from the letting of the overland mail from Memphis and St. Louis to San Francisco, 3,160 miles, twice a week, in coaches, at	600,000
And of the weekly route from Salt Lake City, Utah, to Placerville, California, about 900 miles	130,000

And increase of cost produced by the lettings in the spring of 1858, for a new term of contracts for the section commencing July 1, 1858.

AUDITOR'S OFFICE,
Post Office Department, November 22, 1855.

SIR: I have the honor to submit the following statement, exhibiting the revenue account of the Post Office Department for the fiscal year ending June 30, 1858.

I also subjoin statements, marked—

"A," exhibiting the receipts of the department.

"B," exhibiting the expenditures of the department.

"C," exhibiting the revenues and expenditures in the several States and Territories during the year.

"D," exhibiting the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by "carriers," and the amounts received for carriage in the several cities named therein.

The statistical tables, numbered from 1 to 35, exhibit in detail the operations and results of our foreign postal intercourse.

Revenue account of the Post Office Department.

The balance standing on the books of this office to the credit of the department on the 30th of June, 1857, was		$1,163,886 05
The receipts of the department for the fiscal year ending June 30, 1858, as exhibited in tabular statement marked "A," was		7,486,792 86
The amount placed in the treasury for the service of the department, being grants in aid of the revenue, under acts approved March 3, 1847, March 3, 1851, March 3, 1857, May 4, 1858, and June 14, 1858, was		4,679,270 71
Making a total revenue of		13,329,949 62
The expenditures of the department for the fiscal year ending June 30, 1858, as exhibited in statement "B," were	$12,722,470 01	
Add the amount of bad debts during the year	91 90	
	12,722,561 91	
From which deduct the amount of credit balances charged to "suspense account"	925 35	
Net expenditure		12,721,636 56
Leaving to the credit of the revenue account, on 1st of July, 1858, the sum of		608,313 06

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payment for foreign postages, and exclusive of the amount to the credit of the department, on the 1st of July, 1857, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was	$5,234,843 70
The net revenue from postage, being the aggregate amount of balances due to the United States by postmasters on the adjustment of their quarterly accounts for the year, was—	
For the quarter ending September 30, 1857	963,106 34
For the quarter ending December 31, 1857	886,551 58
For the quarter ending March 31, 1858	1,004,873 70
For the quarter ending June 30, 1858	952,182 31
Total	3,806,713 93
The number of accounts audited during the year, and on which the above sum was ascertained, was—	
During the quarter ending September 30, 1857	26,063
During the quarter ending December 31, 1857	26,564
During the quarter ending March 31, 1858	26,870
During the quarter ending June 30, 1858	26,513
Total number of postmasters' quarterly accounts audited	106,010
In the adjustment of these accounts it was ascertained that during the fiscal year the following sums were reported by postmasters as "postage on letters paid in money:"	
In the quarter ending September 30, 1857	$225,096 55
In the quarter ending December 31, 1857	214,146 69
In the quarter ending March 31, 1858	226,581 18
In the quarter ending June 30, 1858	216,298 53
Total	882,122 95
The amount collected as registration fees and postage of valuable letters was—	
In the quarter ending September 30, 1857	7,241 55
In the quarter ending December 31, 1857	6,961 55
In the quarter ending March 31, 1858	7,280 25
In the quarter ending June 30, 1858	6,661 81
Total	28,145 16

The amount of postage stamps and stamped envelopes sold by postmasters during the fiscal year, was	$5,700,314 03
Of which there was used and cancelled	5,367,415 53
Leaving in the possession of the purchasers	332,898 50

Contractors' Account.

The average number of accounts of contractors and and others engaged in carrying the mails, settled in each quarter, was, on regular mail routes	3,897
On special mail routes	3,147
Of route and express agents	1,413
Of mail messengers and local agents	1,518
Total number of accounts	9,975
Aggregate of settlements during the year	39,900

Mail Transportation Account.

The amount charged to "accrued transportation," and placed to the credit of contractors and others, for mail transportation during the year, was—	
Amount for regular services	$7,344,619 44
Amount for special offices	249,538 41
Amount for route agents	325,797 84
Amount for river mails	4,530 00
And for foreign mail transportation for New York and Havre mails	99,828 19
New York and Bremen	100,585 93
Mails on the Collins' line, (Navy Department)	33,758 48
Mails across the Isthmus of Panama	100,000 00
New Orleans and Vera Cruz mails	29,053 89
Expenses of government mail agents	1,270 85
Total	8,288,983 03
The amount actually paid during the year for mail transportation, was	8,246,054 17
Of which sum there was paid for mail transportation of previous years	14,395 18
The amount credited to "accrued transportation" and charged to contractors for over credits and damages, was	37,563 45
Amount of fines imposed upon contractors	17,061 32
Amount of deductions from their pay	84,326 16
Total of damages, fines, and deductions	138,950 93

Collection of Post Office revenue.

The number of offices in operation during the fiscal year, was 27,977, which are thus classified under department regulations, chapter 23, sections 237, 238, 239, 240:		
858 are "draft offices," and during the year 13,721 drafts were issued by the Postmaster General, and countersigned by the Auditor, amounting to		$1,313,345 03
1,280 are deposit offices, and have deposited during the year		1,293,205 77
20,856 are "collection offices," and have paid on the "collection orders" sent to contractors during the year		1,113,381 59
4,954 are styled "special and mail messenger" offices, and have derived their supply of mails chiefly by the payment of their net revenue. The amount thus paid was		249,538 41
Amount collected of postmasters and paid into the treasury "for the use and purposes of the Post Office Department"		3,969,470 80
During the fiscal year the "collecting division" of this office had charge of the following number of accounts:		
Of present postmasters		22,977
Of late postmasters whose terms of office expired between July 1, 1845, and June 30, 1857		16,253
Of late postmasters of the last fiscal year		7,314
Total number		51,544
The number of changes of postmasters reported to the office by the Post Office Department, which required the final adjustment of their respective accounts, was		7,314
And the balance due on the accounts amounted to ...		$436,629 68
Of which there has been collected	$288,462 07	
Amount credited on vouchers	2,054 16	
Amount charged to "suspense account"	157 23	
		290,673 46
Amount remaining for collection		145,956 22
Of which this sum is in suit		9,971 37
Leaving a balance on these accounts uncollected on the 30th day of June, 1858, and not in suit, of ...		135,984 85

The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1857, unsettled and not in suit July 1, 1857, as stated in the last annual report, was		$223,349 18
Which was increased by "estimated postage"		9,288 22
Total for collection during the fiscal year ending June 30, 1858		232,637 40
Of which sum there has been collected	$112,791 13	
Credited on vouchers	11,177 09	
"Bad debts"	20 88	
Closed by "suspense account"	126 95	
		124,116 05
Amount uncollected on the 30th of June, 1858		108,521 35
Of which there has been placed in suit		32,638 25
Amount due and not in suit		75,883 10
Of which sum there is due by late postmasters in California	$40,794 38	
And by late postmasters in Oregon	2,948 18	
		43,742 56
These late postmasters have presented vouchers of expenditures "in and about the business of their offices" for a much greater sum than is exhibited on the books of this office as due by them to the United States; and as it is probable that an amount will be allowed to them by the Postmaster General, under the provisions of the 4th and 5th sections of an act approved July 27, 1854, which will equal their apparent indebtedness, this sum should be deducted, leaving due by late postmasters in the United States		32,140 54

Suits.

The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1857, for the collection of which suit was instituted prior to June 30, 1857, as stated in last report, was	102,388 10
Add amount of 92 new cases, for the collection of which suit was instituted during the last fiscal year of accounts prior to June 30, 1857	32,643 51
Also amount of 14 new cases of accounts of the last fiscal year	9,971 37
Amount in suit during the year	145,002 98

Amount brought forward		$145,002 98
Amount collected within the year		10,111 54
Leaving still due June 30, 1858		134,891 44
Amount collected since that date		2,384 53
		132,506 91
Of this sum there is due by late postmasters in California on accounts prior to June 30, 1857		64,315 94
Of which there is probably		44,303 86
that may be regarded as lost to the department as the defendants are represented to be insolvent.		
In 57 of the suits instituted during the year, judgments have been recovered in favor of the United States; 26 of them have been concluded, and the money paid into the treasury.		
Amount collected during the year on an account for which suit was commenced prior to July 1, 1845		3,409 43

Summary of debts and collections.

The aggregate amount due the United States on the 30th June, 1857, by late postmasters whose terms of office expired between July 1, 1845 and June 30, 1857, was		335,030 76
Amount due by late postmasters of the last fiscal year		436,629 68
Total amount for collection during the year		771,660 44
Amount collected and credited on accounts prior to June 30, 1857	$134,227 59	
Amount collected and credited on accounts of the last fiscal year	290,673 46	
Total amount collected and credited during the year		424,901 05
Amount remaining due to the United States		346,759 39
Amount of the above balance in suit	$134,891 44	
Amount of the above balance not in suit	211,867 95	
		346,759 39

Classification of balances due the United States, not in suit.

On accounts of late postmasters of year ending June 30, 1846	$7 88
On accounts of late postmasters of year ending June 30, 1847	116 08
On accounts of late postmasters of year ending June 30, 1848	39 14
On accounts of late postmasters of year ending June 30, 1849	79 19
On accounts of late postmasters of year ending June 30, 1850	142 63
On accounts of late postmasters of year ending June 30, 1851	491 93
On accounts of late postmasters of year ending June 30, 1852	982 24
On accounts of late postmasters of year ending June 30, 1853	12,878 61
On accounts of late postmasters of year ending June 30, 1854	13,209 70
On accounts of late postmasters of year ending June 30, 1855	7,581 02
On accounts of late postmasters of year ending June 30, 1856	7,123 50
On accounts of late postmasters of year ending June 30, 1857	33,231 18
On accounts of late postmasters of year ending June 30, 1858	135,984 85
Total	211,867 95

Amount in suit.

On accounts for the year ending June 30, 1846	3,025 77
On accounts for the year ending June 30, 1847	728 06
On accounts for the year ending June 30, 1848	802 16
On accounts for the year ending June 30, 1849	1,833 37
On accounts for the year ending June 30, 1850	1,066 55
On accounts for the year ending June 30, 1851	2,599 71
On accounts for the year ending June 30, 1852	2,816 90
On accounts for the year ending June 30, 1853	41,882 04
On accounts for the year ending June 30, 1854	13,107 33
On accounts for the year ending June 30, 1855	8,394 61
On accounts for the year ending June 30, 1856	17,464 14
On accounts for the year ending June 30, 1857	31,199 43
On accounts for the year ending June 30, 1858	9,971 37
Total	134,891 44

Credit balances.

Amount due to late postmasters on the 30th of June, 1857, as stated in last annual report	$148,170 86
Which has been increased by additional vouchers	981 74
Amount due to late postmasters of the last fiscal year	86,051 08
Total	235,203 68
Amount paid or closed during the year	64,947 17
Amount of balances apparently due to late postmasters on June 30, 1858	170,256 51

A surplus of commissions accrued at the following post offices, after deducting the maximum compensation of the postmasters and the necessary incidental expenses of the offices, viz:

Albany, New York	$3,463 24
Augusta, Georgia	703 14
Baltimore, Maryland	1,134 29
Boston, Massachusetts	22,125 97
Brooklyn, New York	235 87
Buffalo, New York	3,141 42
Cleveland, Ohio	2,476 89
Columbus, Ohio	1 86
Chicago, Illinois	12,586 17
Charleston, South Carolina	368 52
Cincinnati, Ohio	595 94
Detroit, Michigan	1,968 98
Dayton, Ohio	193 67
Davenport, Iowa	160 69
Dubuque, Iowa	2,567 71
Erie, Pennsylvania	1,907 56
Galveston, Texas	387 27
Hartford, Connecticut	935 97
Harrisburg, Pennsylvania	579 69
Indianapolis, Indiana	946 14
Independence, Missouri	158 45
Jersey City, New Jersey	274 99
Kensington, Pennsylvania	25 76
Louisville, Kentucky	1,984 19
Lancaster, Pennsylvania	64 66
Lockport, New York	102 00
Memphis, Tennessee	1,614 43
Milwaukie, Wisconsin	229 81
Madison, Wisconsin	833 24
New Bedford, Massachusetts	238 82
Newark, New Jersey	319 73
Nashville, Tennessee	694 25

New York, New York	$71,130 27
New Haven, Connecticut	82 16
Norfolk, Virginia	208 82
New Orleans, Louisiana	10,647 01
Oswego, New York	81 75
Portland, Maine	595 89
Philadelphia, Pennsylvania	2,841 84
Pittsburg, Pennsylvania	2,278 39
Richmond, Virginia	438 08
Rochester, New York	860 09
Savannah, Georgia	40 93
St. Louis, Missouri	9,532 29
San Francisco, California	3,727 38
Toledo, Ohio	1,861 49
Troy, New York	1,377 07
Utica, New York	161 00
Washington, District of Columbia	2,892 98
Worcester, Massachusetts	430 50
Rockford, Illinois	192 83
Raleigh, North Carolina	121 68
Syracuse, New York	290 65
Springfield, Massachusetts	505 36
Wilmington, Delaware	905 28
Williamsburg, New York	57 87
Total	174,282 93

Being $41,753 09 less than the amount for the previous fiscal year.

The following statement partially indicates the chief labors performed during the last fiscal year:

The number of quarterly accounts adjusted, audited, and registered was	106,010
The number of quarterly accounts of mail contractors audited and paid	15,588
The number of payments made to special and route agents	5,844
The number of special contractors' and mail messengers' accounts settled	18,660
The number of miscellaneous accounts audited and paid	1,321
The number of "collection orders" issued	72,917
The number of "collection drafts" issued	3,868
The number of "department drafts" registered	13,721
The number of "department warrants" registered	9,071
The number of letters received	119,606
The number of letters prepared, recorded, and mailed	73,431
The number of folio-post pages recorded	3,230
The number of accounts on the current ledgers	56,293
The number of corrected quarterly accounts prepared and issued	20,252

The importance of the prompt adjustment of the accounts of the department, intrusted to this office by the provisions of an act approved July 2, 1836, (U. S. L., vol. 5, page 81,) and of the adoption of energetic measures for the collection of its revenues at the earliest practicable period—rendered more difficult during the past year by general financial embarrassment—is obvious from the fact that, in consequence of the low rates of postage, and the propriety and utility, as well as the necessity, of extending the line of posts, *pari passu* with the rapid and far-reaching tide of western emigration—in some instances being even the pioneer and promoter of emigration, by its well protected mail stations and the assurance of mail facilities—the revenues are inadequate to meet these ever increasing demands. Hence, any delay in realizing the balances found due to the United States, "for the use and purposes of the Post Office Department," subjects it to serious inconvenience in meeting the quarterly demands upon it.

I trust that the foregoing report of the operations of this office, together with your personal knowledge thereof, will attest the zeal and fidelity with which the gentlemen employed therein have discharged their varied and responsible duties during the past fiscal year, and commend them to your favorable consideration.

Respectfully,

THOS. M. TATE,
Auditor.

Hon. AARON V. BROWN,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1858.

	Third quarter, 1857.	Fourth quarter, 1857.	First quarter, 1858.	Second quarter, 1858.	Total under each head.	Aggregate amount.
Letter postage	*$235,706 94	*$213,877 96	*$238,364 00	*$216,350 23	$904,299 13	
Registered letters	7,241 55	6,961 55	7,280 25	6,661 81	28,145 16	
Stamps sold	1,422,809 06	1,355,488 57	1,483,536 43	1,438,479 97	5,700,314 03	
Newspapers and pamphlets	144,672 31	146,348 95	161,219 48	139,736 16	591,976 90	
Fines	55 00	7 50	17 50	5 00	85 00	
Receipts on account of emolument	18,128 64	18,315 05	26,026 34	18,174 93	80,644 96	
Receipts on account of letter carriers	42,605 78	42,793 18	43,589 52	45,049 62	174,038 10	
Receipts on account of dead letters			3,410 66		3,410 66	
Miscellaneous receipts	1,171 62	555 70	685 08	1,466 52	3,878 92	
	1,872,390 90	1,784,348 46	1,964,129 26	1,865,924 24		$7,486,792 86

*In the item "letter postage" are embraced the following sums:

Balances ascertained to be due from the United States to the United Kingdom, on account of postages for 3d and 4th quarters, 1857, and 1st quarter, 1858, amounting to $200,733 76.

Also balance due to the Bremen office, for 3d quarter, 1857, $194 99; less the amount found to be due from same to the United States, for the 4th quarter, 1857, $62 54.

Also balances due to the Kingdom of France, for 3d and 4th quarters, 1857, amounting to $18,056 93.

Also balances due from Kingdom of Prussia to the United States, for 2d and 3d quarters, 1857, amounting to the sum of $22,438 20.

Respectfully submitted,

THOMAS M. TATE, *Auditor.*

AUDITOR'S OFFICE, *Post Office Department, November* 11, 1858.

Hon. AARON V. BROWN, *Postmaster General.*

B.—*Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June* 30, 1858.

	3d quarter, 1857.	4th quarter, 1857.	1st quarter, 1858.	2d quarter, 1858.	Total under each head.	Aggregate amount.
Compensation to postmasters	$576,898 33	$573,327 33	$616,107 98	$588,682 64	$2,355,016 28	
Ship, steamboat, and way letters	4,068 90	4,182 78	3,890 17	4,471 53	16,613 38	
Transportation	2,005,200 77	1,783,792 96	2,035,022 60	2,422,037 84	8,246,054 17	
Wrapping paper	17,817 68	22,164 39	2,837 97	7,409 63	50,229 67	
Office furniture	793 34	649 67	993 31	491 38	2,927 70	
Advertising	7,798 77	22,726 02	88,551 86	8,958 27	128,034 92	
Mail bags	12,805 67	10,596 10	7,882 49	7,169 93	38,454 19	
Blanks	20,339 44	24,620 76	32,299 08	29,018 48	106,277 76	
Mail locks, keys, and stamps	2,705 12	3,284 07	5,067 45	2,428 45	13,485 09	
Mail depredations and special agents	16,916 35	18,611 49	17,863 75	20,135 42	73,527 01	
Clerks for offices	220,107 52	227,470 98	235,221 80	235,472 43	918,272 73	
Postage stamps	10,138 91	8,042 41	10,027 63	9,610 53	37,819 48	
Stamped envelopes	16,639 22	12,133 18	12,786 94	13,640 28	55,199 62	
Payments to letter-carriers	42,605 78	42,793 18	43,589 52	45,049 62	174,038 10	
Repayments for "dead letters"		98			98	
Miscellaneous payments	48,944 85	47,553 64	49,256 06	47,789 47	193,544 02	
Miscellaneous account—British mails				°282,406 17	282,406 17	
Miscellaneous account—Bremen mails				°2,859 14	2,859 14	
Miscellaneous account—Hamb'g mails				°1,366 13	1,366 13	
Miscellaneous account—French mails				°26,343 47	26,343 47	
	3,003,780 65	2,801,949 94	3,161,398 61	3,755,340 81		$12,722,470 01

° These items are in payment of ascertained balances due from the United States, as follows:
Am't due to the United Kingdom for postages on acc't of 2d, 3d, and 4th quarters 1857, and 1st quarter 1858, $277,579 67, and premium, $4,826 50.
Amount due to the Bremen office for postages on account of 1st, 2d, and 3d quarters 1857, $2,830 55, and premium, $28 59.
Amount due to the Kingdom of France for postages on account of 2d, 3d, and 4th quarters 1857, $25,411 51, and premium, $931 96.
Amount due to the Hamburg office for postages on account of 2d, 3d, and 4th quarters 1857, $1,352 52, and premium, $13 61.

Respectfully submitted.

THOS. M. TATE, *Auditor.*

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, *Nov.* 11, 1858.

HON. AARON V. BROWN, *Postmaster General.*

C.

A recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others for the transportation of the mails in each State and Territory for the year ending June 30, 1858

States and Territories.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Compensation of postmasters.	Incidental expenses.	Total compensation and incidental expenses.	Transportation.	Total expenses.
Maine	$13,678 09	$13,587 16	$577 70	$195,299 90	$153,152 85	$72,072 83	$16,910 49	$88,983 32	$120,692 78	$209,676 10
New Hampshire	4,757 17	10,375 55	306 80	89,973 35	105,414 87	53,985 95	4,318 48	57,604 43	55,671 22	113,275 65
Vermont	4,271 89	12,070 74	267 25	83,769 28	100,379 16	53,782 18	1,088 05	54,870 23	80,174 93	135,045 16
Massachusetts	77,696 81	26,981 36	1,176 30	459,648 67	565,633 14	151,069 44	96,974 06	247,993 50	187,243 43	435,236 93
Rhode Island	4,401 28	3,673 82	119 55	52,859 82	61,054 47	15,249 57	10,844 78	26,194 35	19,299 25	45,493 60
Connecticut	10,394 56	16,552 87	285 60	172,091 39	199,324 42	78,032 03	17,614 92	95,646 95	113,804 80	209,451 75
New York	283,207 46	90,244 30	2,874 65	1,080,384 98	1,458,711 39	316,267 39	311,893 98	628,161 37	525,950 00	1,154,111 37
New Jersey	15,946 77	10,555 48	260 25	94,509 96	121,272 46	53,548 92	6,728 25	60,277 87	94,178 22	154,456 09
Pennsylvania	76,167 60	52,892 25	3,053 30	485,643 70	617,756 85	184,039 46	98,186 04	282,225 50	359,878 07	642,103 57
Delaware	1,177 87	2,078 64	83 95	18,481 57	21,822 03	8,783 45	1,431 57	10,215 02	22,487 91	32,702 93
Maryland	24,054 24	10,773 65	901 90	140,288 84	176,018 63	34,353 48	29,767 04	64,120 52	234,550 56	298,671 08
District of Columbia	6,031 46	2,218 20	365 35	42,287 15	50,902 16	3,959 39	35,636 32	39,595 71	.....	39,595 71
Virginia	10,949 24	25,021 25	1,369 05	205,611 54	242,951 08	95,229 57	30,209 72	125,439 29	347,709 13	473,148 42
North Carolina	2,758 79	10,429 38	762 65	67,454 26	81,405 08	39,611 62	3,507 62	43,119 24	187,462 64	230,581 88
South Carolina	11,229 71	7,572 08	803 35	81,529 52	101,144 66	28,927 03	12,084 90	41,011 93	243,587 66	284,599 59
Georgia	6,466 29	15,556 31	1,229 95	136,369 31	161,616 86	57,716 08	23,101 36	80,817 44	267,983 76	348,801 20
Florida	1,315 87	2,356 31	190 10	20,891 15	24,683 43	12,231 06	53 89	12,284 95	144,603 95	156,888 90
Alabama	5,705 52	12,218 10	1,045 80	92,122 27	111,091 69	44,172 12	16,317 42	60,489 54	188,260 09	248,749 63
Mississippi	3,771 90	11,985 46	559 35	72,141 77	88,458 48	43,032 93	4,805 39	47,838 31	284,669 47	332,507 78
Texas	7,167 12	11,955 05	374 30	65,958 93	85,449 40	38,592 36	5,419 28	43,934 66	428,365 26	472,299 92
Kentucky	8,553 37	13,968 47	799 45	116,734 75	140,049 04	69,304 68	15,570 90	67,875 58	192,155 61	260,031 19
Michigan	18,875 47	16,125 57	999 45	129,888 60	165,892 09	71,783 55	18,939 14	90,729 69	184,174 60	274,897 29
Wisconsin	27,944 19	16,836 61	744 10	140,401 51	185,926 41	76,179 22	13,056 86	89,236 10	116,717 57	205,953 67
Louisiana	22,706 80	14,480 43	797 85	141,066 03	189,049 11	97,516 54	33,649 90	61,166 44	504,094 51	565,190 95
Tennessee	4,391 06	12,266 16	990 90	101,216 17	118,813 61	41,446 74	17,504 72	59,951 46	165,201 25	225,152 71
Missouri	28,154 67	17,236 93	697 25	144,691 17	190,180 02	56,409 85	29,568 94	85,978 79	362,530 87	448,509 66
Illinois	50,672 47	37,601 58	1,662 75	380,998 78	440,855 58	164,007 64	86,093 51	250,101 15	377,597 59	627,698 74
Ohio	49,311 57	43,671 29	2,332 25	414,703 95	503,019 06	181,905 67	74,083 93	255,989 60	524,786 50	780,776 10
Indiana	14,154 68	24,358 05	962 60	153,086 90	192,548 23	93,196 53	13,874 01	107,070 54	254,233 81	361,304 35
Arkansas	1,967 89	5,314 49	196 70	28,297 90	35,795 54	20,009 85	2,221 23	22,231 08	222,358 01	244,589 09
Iowa	15,542 76	17,626 74	819 90	122,806 50	156,791 90	68,823 20	20,877 73	89,700 93	123,859 64	213,560 57
California	37,941 12	14,689 97	546 60	154,286 53	206,746 43	59,185 24	47,320 99	106,506 23	176,914 34	283,420 57

Minnesota	8,335 20	5,002 59	225 15	38,218 52	51,781 46	23,014 70	4,239 64	27,947 54	87,757 06	115,004,60
Oregon Territory	2,805 32	1,790 92	19 40	8,960 89	13,576 46	6,114 69	17 97	6,132 66	35,369 68	41,502 34
New Mexico Territory	138 63	106 04	3 80	1,511 41	1,759 88	749 66	16 50	766 16	30,679 63	31,445 79
Utah Territory	569 18	128 00	35	602 71	1,300 24	701 56	19 73	721 29	31,553 36	32,274 65
Nebraska Territory	1,258 17	978 11	21 85	6,891 04	9,079 17	4,575 83	52 66	4,928 49	21,858 60	26,787 09
Washington Territory	663 80	163 94	5 10	1,593 52	2,426 36	1,406 93	20 25	1,427 18	22 70	1,449 88
Kansas Territory	2,298 33	1,727 39	46 85	17,981 48	21,984 03	11,311 24	224 44	11,535 68	26,321 68	37,857 36
	862,129 95	593,407 19	28,146 95	5,692,366 63	7,196,043 72	2,349,260 49	1,104,183 53	3,453,444 02	7,344,619 44	10,798 063 46
Add Prussian postage	$22,436 20									
Add Bremen postage	62 54									
	22,500 74									
Deduct miscellaneous items	324 56									
	22,176 18									
Do	.....	1,430 29	1 79							
Add miscellaneous items	.....	.....	.....	7,947 40						
	904,299 13	591,976 90	28,145 16	5,700,314 03						

THOMAS M. TATE, *Auditor.*

D.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by carriers, and the amount received for carriage in the cities of New York, Philadelphia, Boston, Baltimore, New Orleans, Syracuse, Manchester, N. H., Harrisburg, Lowell, Roxbury, Troy, and Providence, for year ending June 30, 1858.

Cities.	No. of letters.	No. of circulars.	No. of newspapers and pamphlets.	Total number of letters, &c.	Amount paid for carriage.
New York, N. Y.	$3,943,649	$550,809	$532,093	$5,026,551	$87,041 53
Philadelphia, Penn	2,046,225	39,114	359,822	2,439,161	43,069 75
Boston, Mass.	37,984	°1,304,718	87,786	1,430,488	13,799 58
Baltimore, Md.	886,403	84,128	166,690	1,087,221	18,902 78
New Orleans, La.	117,289	8,708	11,304	137,301	2,489 36
Syracuse, N. Y.	35,802	----------	----------	35,802	716 04
Manchester, N. H.	57,284	----------	4,430	61,714	1,167 83
Harrisburg, Penn†	22,257	----------	2,896	25,153	883 25
Lowell, Mass.	96,273	----------	7,688	103,961	1,963 90
Roxbury, Mass., from October 1, 1857	20,717	----------	4,880	25,597	438 73
Troy, N. Y.‡	No. not stated.		----------	----------	815 13
Providence, R. I., from October 1, 1857	132,174	----------	21,348	153,522	2,750 22
	7,390,057	1,937,477	1,198,937	10,526,471	174,038 10

Respectfully submitted.

THOS. M. TATE, *Auditor.*

° In this many letters are included, being of same rate as circulars.

† The number of letters, &c., were not stated by the postmaster at Harrisburg for 3d and 4th quarters of 1857.

‡ No returns received from postmaster at Troy for the 3d quarter of 1857 and 1st quarter of 1858.

Amount of letter postage on British mails received in and sent from the United States for the fiscal year ending June 30, 1858.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Cunard line	$77,418 67	$111,536 59	$54,277 84	$68,418 52	$311,651 62
By Collins line	10,656 70	17,123 20	6,129 80	9,158 98	43,068 68
By miscellaneous line	1,809 63	4,128 72	952 96	2,114 56	9,005 87
By Havre line	5,156 06	16,106 15	3,027 36	7,466 76	31,756 33
By Bremen line	4,517 15	13,718 43	2,769 14	6,103 84	27,108 56
Total	99,558 21	162,613 09	67,157 10	93,262 66	422,591 06
Amount received	262,171 30	----------	160,419 76	----------	----------

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Cunard line	$32,962 56	$109,930 93	$103,079 61	----------	$245,973 10
By Collins line	5,760 95	25,285 63	15,291 09	----------	46,337 67
By miscellaneous line	1,849 60	13,919 00	7,524 42	----------	23,293 02
By Havre line	3,180 73	19,298 31	10,891 82	----------	33,370 86
By Bremen line	2,612 82	18,803 93	9,789 18	----------	31,205 93
Total	46,366 66	187,237 80	146,576 12	----------	380,180 58
Amount sent	233,604 46	----------	146,576 12	----------	----------

Amount collected in United States	495,775 76
Amount collected in United Kingdom	306,995 88
Total amount	802,771 64
Excess collected in United States	188,779 88

Amount of letter postage on Prussian mails received in and sent from the United States for the fiscal year ending June 30, 1858.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Cunard line	$8,065 04	$53,983 61	$3,704 30	$13,049 57	$78,802 52
By Collins line	2,241 61	9,823 64	1,209 60	2,088 35	15,363 20
By miscellaneous line	267 51	1,436 55	100 50	346 41	2,150 97
By Havre line	2,675 50	13,008 11	1,251 30	2,867 13	19,802 04
By Bremen line	1,969 99	10,604 82	1,070 10	2,234 01	15,878 92
Total	15,219 65	88,856 73	7,335 80	20,585 47	131,997 65
Amount received	104,076 38		27,921 27		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Cunard line	$9,038 90	$51,175 54	$58,565 09		118,779 53
By Collins line	1,762 38	13,159 45	11,738 74		26,660 57
By miscellaneous line	670 03	6,993 29	6,319 28		13,982 60
By Havre line	1,365 56	10,183 09	9,697 22		21,245 87
By Bremen line	605 95	9,011 91	3,479 52		13,097 38
Total	13,442 82	90,523 28	89,799 85		193,765 95
Amount sent	103,966 10		89,799 85		

Amount collected in United States	208,042 48
Amount collected in Prussia	117,721 12
Total amount	325,763 60
Excess collected in United States	90,321 36

Amount of letter postage on French mails received in and sent from the United States for the fiscal year ending June 30, 1858.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Cunard line	$14,986 75	$22,778 07	$17,650 20	$20,486 00	$75,901 02
By Collins line	1,826 29	2,843 97	1,775 73	1,966 22	8,412 21
By miscellaneous line	787 29	855 54	634 54	435 63	2,713 00
By Havre line	2,250 39	3,279 36	1,655 74	1,404 66	8,590 15
By Bremen line	1,857 36	3,158 60	1,642 23	2,137 19	8,795 38
Total	21,708 08	32,915 54	23,358 44	26,429 70	104,411 76
Amount received	54,623 62		49,788 14		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By Cunard line	$11,439 37	$22,919 70	$34,356 31		$68,715 38
By Collins line	1,686 42	4,056 47	4,576 13		10,319 02
By miscellaneous line	634 10	2,248 17	2,186 66		5,068 93
By Havre line	1,688 87	3,538 06	4,534 99		9,761 92
By Bremen line	1,112 27	2,977 60	3,459 54		7,549 41
Total	16,561 03	35,740 00	49,113 63		101,414 66
Amount sent	52,301 03		49,113 63		

Amount collected in United States	106,924 65
Amount collected in France	98,901 77
Total amount	205,826 42
Excess collected in United States	8,022 88

Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ending June 30, 1858.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Bremen line ..	$1,984 23	$10,491 58	$907 30	$2,656 45	$16,039 56
Amount received.	12,475 81	.....	3,563 75	.....	.....
Sent.	**Paid.**	**Paid distributed.**	**Unpaid**	**Unpaid distributed.**	**Total.**
By Bremen line ..	$894 94	$7,435 58	$3,535 84	.....	$11,866 66
Amount sent.....	8,330 52	.....	3,535 84	.....	.....

Amount collected in United States	20,806 33
Amount collected in Bremen	7,099 59
Total amount	27,905 92
Excess collected in United States	13,706 74

Amount of letter postage on Hamburg mails received in and sent from the United States for the fiscal year ending June 30, 1858.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By Hamburg line.	$858 56	$3,105 53	$571 65	$1,035 63	$5,571 37
Total	858 56	3,105 53	571 65	1,035 63	5,571 37
Amount received.	3,964 09	.....	1,607 28	.....	.....
Sent.	**Paid.**	**Paid distributed.**	**Unpaid.**	**Unpaid distributed.**	**Total.**
By Hamburg line.	$959 32	$6,151 90	$3,197 15	.....	$10,308 37
Total	959 32	6,151 90	3,197 15	.....	10,308 37
Amount sent.....	7,111 22	.....	3,197 15	.....	.....

Amount collected in United States	11,075 31
Amount collected in Hamburg	4,804 43
Total amount	15,879 74
Excess collected in United States	6,270 88

Number of letters and newspapers exchanged between the United States and the United Kingdom, in British mails, for the fiscal year ending June 30, 1858.

	No. of letters.		Total letters.	No. of newspapers.		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By Cunard line	1,326,023	1,051,895	2,377,918	1,009,223	956,247	1,965,470
By Collins line	175,851	190,362	366,213	119,363	199,748	319,111
By miscellaneous line	37,110	96,397	133,507	27,210	108,000	135,210
By Havre line	122,051	137,231	259,282	106,061	166,141	272,202
By Bremen line	103,980	127,724	231,704	93,394	139,937	233,331
Total	1,765,015	1,603,609	3,368,624	1,355,251	1,570,073	2,925,324

Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, for the fiscal year ending June 30, 1858.

	No. of letters.		No. of newspapers.	
	Received.	Sent.	Received.	Sent.
By Cunard line	247,324	387,066	15,492	50,840
By Collins line	49,872	86,604	4,837	9,478
By miscellaneous line	6,899	45,525	663	5,675
By Havre line	64,412	72,646	5,526	9,481
By Bremen line	51,257	42,150	4,814	6,275
Total	419,764	633,931	31,332	81,749

Number of letters and newspapers exchanged between the United States and France for the fiscal year ending June 30, 1858.

	No. of letters.		Total letters.	No. of newspapers.		Total papers.
	Received.	Sent.		Received.	Sent.	
By Cunard line	441,941	437,826	879,767	110,155	222,510	332,665
By Collins line	54,527	63,019	117,546	11,869	32,958	44,827
By miscellaneous line	26,587	32,058	58,645	3,184	13,378	16,562
By Havre line	50,288	61,086	111,374	7,454	24,548	32,002
By Bremen line	51,452	45,917	97,369	11,480	22,753	34,233
Total	624,795	639,906	1,264,701	144,142	316,147	460,289

Number of letters and newspapers exchanged between the United States and Bremen for the fiscal year ending June 30, 1858.

	No. of letters.		No. of newspapers.	
	Received.	Sent.	Received.	Sent.
By the Bremen line	112,734	81,766	9,038	14,113

Number of letters and newspapers exchanged between the United States and Hamburg for the fiscal year ending June 30, 1858.

	No. of letters.		No. of newspapers.	
	Received.	Sent.	Received.	Sent.
By the Hamburg lin	40,437	70,734	6,607	16,538

Revenue to the United States, and also to the United States Post Office Department, per Cunard line, for the fiscal year ending June 30, 1858.

Total postages on British mails by Cunard line		$257,624 72
United States portion, $\frac{6}{19}$, being United States inland	$116,171 81	
Add postage on 956,247 papers sent, at 2 cents each	19,124 94	
		135,296 75
The Post Office Department pays commissions to postmasters on above, viz:		
For distribution on unpaid distributed received, $111,536 59, at 12½ per cent	13,942 07	
For commissions to postmasters at offices where delivered, on $111,536 59, at 30 per cent	33,460 98	
For distribution on paid distributed received, $68,418 52, at 12½ per cent	8,552 31	
For distribution on paid distributed sent, $97,170 12, at 12½ per cent	12,146 26	
For commissions to postmasters at offices where delivered, on $97,170 12, at 30 per cent	29,151 03	
For distribution on unpaid sent, $103,079 61, at 12½ per cent	12,884 95	
For commissions to postmasters at New York, Boston, and Philadelphia, on—		
Unpaid received, $77,418 67, at 15 per cent	11,612 80	
Paid sent, $32,962 56, at 15 per cent	4,944 38	
Newspaper postage, $19,124 94, at 50 per cent	9,562 47	
		136,257 25
Deficit to the Post Office Department		960 50
Deduct United States inland on British mails		116,171 81
Total deficit to the Post Office Department		117,132 31

Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ending June 30, 1858.

Total postages on British mails by Collins line	$89,406 35	
Deduct British inland, $\frac{3}{24}$	11,175 78	
		$78,230 57
Add postage on 199,748 newspapers sent, at 2 cents each		3,994 96
sea rate on Prussian closed mails, 39,878½ ounces, at 40 cts.		15,951 40
newspapers in Prussian closed mails, 13,185 papers, at 2 cts.		263 70
sea rate on Canada closed mails, 992 ounces, at 40 cts		396 80
newspapers in Canada closed mails, 4,297 papers, at 2 cts.		85 94
sea rate on California closed mails, 1,982½ ounces, at 40 cts.		793 00
newspapers in California closed mails, 3,556 papers, at 2 cts.		71 12
sea rate on Havana closed mails, 471 ounces, at 40 cts		188 40
newspapers in Havana closed mails, 340 papers, at 2 cts.		6 80
sea rate on Mexican closed mails, 81 ounces, at 40 cts		32 40
newspapers in Mexican closed mails, 83 papers, at 2 cts.		1 66
		100,016 75
The Post Office Department pays the following commissions to postmasters on the above total postages, viz:		
For distribution on unpaid distributed received, $17,123 20, at 12½ per cent	2,140 40	
For commissions to postmasters, at offices to which directed, on the above $17,123 20, at 30 per cent	5,136 96	
For distribution on paid distributed received, $9,158 98, at 12½ per cent	1,144 87	
For distribution on paid distributed sent, $23,268 05, at 12½ per cent	2,908 50	
For commissions to postmasters on $23,268 05, at 30 per cent.	6,980 41	
For distribution on unpaid sent, $15,291 09, at 12½ per cent.	1,911 38	
For commissions to postmasters at New York, Boston, and Philadelphia, on—		
Unpaid received for these offices, $10,656 70, at 15 per cent	1,598 50	
Paid sent from these offices, $5,760 95, at 15 per cent.	864 14	
Newspapers sent, $3,994 96, at 50 per cent	1,997 48	
		24,682 64
Net revenue to the Post Office Department, with United States inland postage included		75,334 11
Deduct United States inland on British mails, $\frac{6}{24}$ of $89,406 35		18,626 32
Total net revenue to the Post Office Department, without United States inland		56,707 79

Revenue to the United States, also to the Post Office Department, per miscellaneous line, for the fiscal year ending June 30, 1858.

Amount of postages on British mails	$32,298 89	
Deduct British inland, $\frac{3}{24}$	4,037 36	
		$28,261 53
Add postage on 108,000 newspapers sent, at 2 cents each		2,160 00
sea rate on Prussian closed mails, 17,319½ ounces, at 40 cts.		6,927 80
newspapers in Prussian closed mails, 6,755 papers, at 2 cts.		135 10
sea rate on Canada closed mails, 102 ounces, at 40 cts.		40 80
newspapers in Canada closed mails, 749 papers, at 2 cts.		14 98
sea rate on California closed mails		
newspapers in California closed mails		
sea rate on Havana closed mails, 126 ounces, at 40 cts.		50 40
newspapers in Havana closed mails, 118 papers, at 2 cts.		2 36
sea rate on Mexico closed mails, 16 ounces, at 40 cts.		6 40
newspapers in Mexico closed mails, 20 papers, at 2 cts.		40
Total to United States		37,599 77
The Post Office Department pays commissions to postmasters, amounting to		8,063 29
Net revenue, with United States inland included		29,536 48
Deduct United States inland on British mails, being $\frac{3}{24}$ of $32,298 89		6,728 93
Total net revenue to the United States Post Offie Department, without United States inland		22,807 55

Revenue to the United States, also to the Post Office Department, per Havre line, for the fiscal year ending June 30, 1858.

Amount of postages on British mails	$65,127 19	
Deduct British inland, $\frac{3}{14}$	8,140 90	
		$56,986 29
Add postage on 166,141 newspapers sent, at 2 cents each		3,322 82
Add postage on Havre mails		18,352 07
Add sea rate on Prussian closed mails, 44,693 ounces, at 40 cents		17,877 20
Add newspapers in Prussian closed mails, 15,505 papers, at 2 cents		310 10
Add sea rate on Canada closed mails, 143¾ ounces, at 40 cents		57 50
Add newspapers in Canada closed mails, 1,281 papers, at 2 cents		25 62
Add sea rate on California closed mails, 1,512½ ounces, at 40 cents		605 10
Add newspapers in California closed mails, 2,719 papers, at 2 cents		54 38
Add sea rate on Havana closed mails, 408½ ounces, at 40 cents		163 40
Add newspapers in Havana closed mails, 232 papers, at 2 cents		4 64
Add sea rate on Mexico closed mails, 56 ounces, at 40 cents		22 40
Add newspapers on Mexico closed mails, 42 papers, at 2 cents		84
Total to the United States		97,782 36
The Post Office Department pays commissions to postmasters amounting to		16,259 27
Net revenue, with United States inland included		81,523 09
Deduct United States inland on British mails, being $\frac{6}{14}$ of $65,127 19, amounting to	13,568 16	
Add United States inland on Havre mails, being $\frac{6}{20}$ of $18,352 07, amounting to	4,588 01	
		18,156 17
Total net revenue to the United States Post Office Department, without United States inland		63,366 92

Revenue to the United States, also to the Post Office Department, per Bremen line, for the fiscal year ending June 30, 1858.

Amount of postages on British mails	$58,314 49	
Deduct British inland, $\frac{2}{24}$	7,289 32	
		$51,025 17
Add postage on 139,937 newspapers sent, at 2 cents		2,798 74
Add postage on Bremen mails	27,905 92	
Deduct Bremen inland, $\frac{1}{10}$	2,790 59	
		25,115 33
Add postage on newspapers per Bremen mails		282 26
Add sea rate on Prussian closed mails, 30,788 ounces, at 40 cents		12,315 20
Add newspapers in Prussian closed mails, 11,089 papers, at 2 cents		221 78
Add sea rate on Canada closed mails, 101½ ounces, at 40 cts		40 60
Add newspapers in Canada closed mails, 360 papers, at 2 cts		7 20
Add sea rate on California closed mails, 1,336 ounces, at 40 cents		534 40
Add newspapers in California closed mails, 2,317 papers, at 2 cents		46 34
Add sea rate on Havana closed mails, 281 ounces, at 40 cents		112 40
Add newspapers in Havana closed mails, 162 papers, at 2 cents		3 24
Add sea rate on Mexico closed mails, 46½ ounces, at 40 cents		18 60
Add newspapers in Mexico closed mails, 96 papers, at 2 cents		1 92
Total to the United States		92,523 18
The Post Office Department pays commissions to postmasters amounting to		14,031 96
Net revenue, with United States inland included		78,491 22
Deduct United States inland on British mails, being $\frac{6}{24}$ of $58,314 49, amounting to	12,148 85	
Add United States inland on Bremen mails, being $\frac{6}{10}$ of $27,905 92, amounting to	13,952 96	
		26,101 81
Total net revenue to the United States Post Office Department, without United States inland		52,389 41

Revenue to the United States, also to the Post Office Department, on the correspondence exchanged between the United States and Bremen for the fiscal year ending June 30, 1858.

Amount of postage by the Bremen line	$27,905 92
Deduct Bremen portion inland, $\frac{1}{10}$	2,790 59
	25,115 33
Add newspaper postage	282 26
	25,397 59
The Post Office Department pays commissions to postmasters on British mails per Bremen line	14,031 96
Revenue to the Post Office Department, with the United States inland included	11,365 63
Deduct the United States inland, $\frac{6}{10}$	12,557 66
Deficit to the Post Office Department	1,192 03

Receipts and disbursements, in closed mails, between the United States and the kingdom of Prussia for the fiscal year ending June 30, 1858.

RECEIPTS.		
Amount of postages on paid and unpaid sent	$193,765 95	
Deduct Prussian inland, $\frac{7}{10}$	45,212 05	
		$148,553 90
Amount of postages on paid and unpaid received	131,997 65	
Deduct Prussian inland, $\frac{6}{10}$	21,999 60	
		109,998 05
Add newspaper postages on 81,749, at 4 cents each		3,269 96
Total to the United States		261,821 91
DISBURSEMENTS.		
Amount paid Great Britain for carrying 126,027½ ounces, at 57½ cents per ounce, and 31,776 ounces, at 65½ cents, and 50,271½ ounces, at 61½ cents per ounce	124,195 92	
Amount paid Collins line for 39,878½ ounces, at 40 cents	15,951 40	
Amount paid Collins line for 13,185 papers, at 2 cents	263 70	
Amount paid miscellaneous for 17,319½ ounces, at 40 cents	6,927 80	
Amount paid miscellaneous for 6,755 papers, at 2 cents	135 10	
Amount paid Havre line for 44,693 ounces, at 40 cents	17,877 20	
Amount paid Havre line for 15,505 papers, at 2 cents	310 10	
Amount paid Bremen line for 30,788 ounces, at 40 cents	12,315 20	
Amount paid Bremen line for 11,089 papers, at 2 cents	221 78	
Commissions paid to United States postmasters	85,332 46	
		263,530 66
Deficit to the Post Office Department		1,708 75

Revenue derived by the United States from the postages on British mails, under the postal treaty with Great Britain, for the fiscal year ending June 30, 1858.

RECEIPTS.		
Amount of letter postage collected by the United States	$495,775 76	
Amount of newspaper postage collected by the United States	39,309 40	
		$535,085 16
DISBURSEMENTS.		
Amount paid Great Britain, difference on British mails, as per account current	253,268 33	
Amount paid in commissions to United States postmasters, viz:		
On mails per Cunard line	136,257 25	
On mails per Collins line	24,682 64	
On mails per miscellaneous line	8,063 29	
On mails per Havre line	16,259 27	
On mails per Bremen line	14,031 96	
		452,562 74
Total revenue from British mails with United States inland		82,522 42
Deduct the United States inland on letter mails, viz:		
Per Cunard line	116,171 81	
Per Collins line	18,626 32	
Per miscellaneous line	6,728 93	
Per Havre line	13,568 16	
Per Bremen line	12,148 85	
Newspapers per the above lines	15,700 73	
		182,944 80
Total deficit on British mails for ocean postage		100,422 38

Closed mail account.

Letters.	Prussian, received.	Prussian, sent.	Canada, received.	Canada, sent.	California, received.	California, sent.	Havana, received.	Mexico, received.
	Ounces.	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*
Cunard line	82,047½	126,027½	127,205	131,474	10,209½	2,914	7,259½	863
Collins line	15,960	23,918½	756	236	1,208½	774	471	81
Miscellaneous line	3,106	14,213½	87½	14			126	16
Havre line	20,988	23,705	89	54½	851½	661	408½	56
Bremen line	16,984	13,804	66	35½	754½	581½	281	46½
West India mail					349½			
Total	139,085½	201,668½	128,203½	131,814½	13,373¾	4,930½	8,546	1,062½
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line	15,306	51,604	611,541	379,078	21,243	1,553	10,044	2,510
Collins line	4,441	8,744	3,855	442	3,184	372	340	83
Miscellaneous line	1,075	5,680	442	307			118	20
Havre line	5,966	9,539	1,281		2,468	251	232	42
Bremen line	4,814	6,275	359	1	1,997	230	162	96
West India mail					1,067			
Total	31,602	81,842	617,478	379,828	29,959	2,406	10,896	2,751

Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various lines of ocean steamers for the fiscal year ending June 30, 1858.

Names of lines.	Offices.	Number of letters.	Number of newspapers.	Postages on letters received.	Postages on letters sent.	Total postages.
New York, Chagres, and California	New York	1,117,115	2,499,991	$81,757 95	$69,700 08	$151,458 03
	Boston	316,741	717,213	22,658 41	14,737 89	37,396 30
	Philadelphia	95,033	266,641	4,900 83	4,640 15	9,540 98
	St. Louis	118,078	112,500	5,982 98	6,808 76	12,791 74
	New Orleans	107,632		6,180 70	6,430 66	12,611 36
	Charleston					
	Savannah	2,206		255 39		255 39
	Baltimore	37,395	31,354	2,580 21	1,448 19	4,028 40
	Washington					
	Chicago	190,911	157,309	11,977 49	8,688 20	20,665 69
	Cincinnati	59,155	164,575	3,141 33	3,817 45	6,958 78
Total		2,044 266	3,949,583	139,435 29	116,271 38	255,706 67
Add postages on newspapers, at 1 cent each						39,495 83
Total postages						295,202 50
Charleston and Havana line	Charleston	47,590	26,421	4,645 63	1,516 57	6,162 20
	Savannah	28,769	31,801	1,023 64	775 14	1,798 78
Total		76,359	58,222	5,669 27	2,291 71	7,960 98
Add postages on newspapers, at 2 cents each						1,164 44
Total postages						9,125 42
New Orleans and Vera Cruz line	New Orleans	33,532		4,089 81	269 56	4,359 37
Add postages on newspapers, at 2 cents each						

Total postages						4,359 37
West India Islands	Various offices	306,411	136,341	21,173 13	19,775 23	40,948 36
Add postages on newspapers, at 2 cents each.						2,726 82
Total postages						43,675 18
Panama	Various offices	40,285	29,184	2,844 41	7,533 20	10,377 61
Add postages on newspapers, at 4 cents each.						1,167 36
Total postages						11,544 97
Aggregate total postages						363,907 64

Postages on mails received and sent between the United States and British Provinces, for the fiscal year ended June 30, 1858.

Amount of mails received unpaid	$35,357 12	
Amount of mails received paid	35,555 14	
		$70,912 26
Amount of mails sent unpaid	35,317 22	
Amount of mails sent paid	50,250 32	
		85,567 54
Total amount		156,479 80
Collected in the United States	85,607 44	
Collected in the British Provinces	70,872 36	
Balance in favor of the United States		14,735 08

The United Kingdom of Great Britain and Ireland in account with the United States of America, for the fiscal year ended June 30, 1858, (*service of the Post Office Department.*)

	1857. 3d quarter.	1857. 4th quarter.	1858. 1st quarter.	1858. 2d quarter.	Total.
DR.					
MAILS SENT.					
For postage on unpaid letters from United States for United Kingdom	$15,087 06	$14,784 58	$12,593 68	$14,679 43	$57,144 75
For postage on unpaid letters in transit	539 69	667 98	663 07	1,105 52	2,976 26
For postage on newspapers in transit, &c	2 93	7 38	3 88	6 80	20 99
For postage on missent, redirected, and returned letters	11 78	4 28	9 37	7 44	32 87
MAILS RECEIVED.					
For postage on paid letters from United Kingdom for United States	15,688 90	15,492 39	10,876 20	12,938 73	54,996 22
For postage on registered letters from United Kingdom for United States	585 07	651 83	445 96	634 68	2,317 54
For postage on paid letters from foreign countries for United States	1,152 64	931 38	548 48	1,146 04	3,778 54
For postage on paid letters for foreign countries in transit	6 20	7 38	7 26	7 00	27 84
For postage on closed mails in transit through United States	16,143 15	15,981 72	16,147 18½	15,335 95½	63,608 01
For postage on loose letters, (collected on ships)	27 55	23 65	19 00	35 02	105 22
For postage on dead letters returned to London	2,912 27	3,044 67	2,747 53½	2,841 77½	11,546 25
For overcharges on various letters and packages			48	48	96
For difference in settlement of quarterly accounts			64 96		64 96
	52,157 24	51,597 24	44,127 06	48,738 87	196,620 41
CR.					
MAILS RECEIVED.					
For postage on unpaid letters from United Kingdom for United States	$36,092 27	$31,651 48	$39,915 21	$33,563 90	$141,222 86
For postage on unpaid letters from foreign countries, &c	3,746 11	4,553 70	5,245 48	4,262 70	17,807 99
For postage on newspapers in transit	300 88	501 15	462 33	455 04	1,719 40

For postage on missent, redirected, and returned letters	36 25	37 70	15 25	15 50	104 70
For postage on closed mails in transit through United Kingdom	36,323 49	36,612 85	47,240 09	33,162 14½	153,338 57½
MAILS SENT.					
For postage on paid letters from United States for United Kingdom	29,378 57	27,895 07	32,738 98	24,953 75	114,966 37
For postage on registered letters from United States for United Kingdom	413 62	402 64	824 85	358 17½	1,999 28½
For postage on paid letters for foreign countries, &c	2,121 25	2,084 65	2,526 12	2,223 19	8,955 21
For postage on newspapers for countries in transit	357 82	307 11	299 76	324 14	1,288 83
For postage on loose letters, (collected on ships)			3 81		3 81
For postage on dead letters returned to Washington	415 34	444 30	395 05	384 76	1,639 45
For postage on letters and papers to West India ports	1,523 69	1,766 48	1,781 47	1,556 28	6,627 92
For overcharges on various letters and packages	2 64	5 95	10 07	12 86	31 52
For differences in settlement of quarterly accounts	181 82			1 00	182 82
	110 893 75	106,263 08	131,458 47	101,273 44	449,888 74
Balances in favor of the United Kingdom	58,736 51	54,665 84	87,331 41	52,534 57	253,268 33

The Kingdom of Prussia in account with the United States of America for the fiscal year ended June 30, 1858, (*service of the Post Office Department.*)

	1857. 3d quarter.	1857. 4th quarter.	1858. 1st quarter.	1858. 2d quarter.	Total.
DR.					
MAILS SENT.					
For postage on unpaid letters from United States	$16,495 14	$16,318 04	$20,297 50	$13,852 67	$66,963 35
For postage on unpaid letters, in transit, &c	457 81	538 66	647 80	747 90	2,392 17
For postage on letters missent, redirected, &c	1 10	2 94	2 38	51	6 93
MAILS RECEIVED.					
For postage on paid letters from Prussia	5,676 52	6,111 44	6,783 86	5,418 24	23,990 06
For postage on paid newspapers from Prussia	323 18	337 03	303 65	304 39	1,268 25
For postage on paid letters for foreign countries, &c	100 51	106 15	194 59	196 48	597 73
For postage on dead letters returned to Berlin	696 39	328 16	298 94	294 93	1,618 42
	23,750 65	23,742 42	28,528 72	20,815 12	96,836 91
CR.					
MAILS SENT.					
For postage on paid letters for Prussia	5,560 67	5,042 46	6,679 31	4,503 47	21,785 91
For postage on paid letters for States beyond, &c	1,158 80	1,271 48	1,562 69	1,270 88	5,263 85
For postage on paid newspapers for Prussia	368 44	417 92	445 00	405 90	1,637 26
MAILS RECEIVED.					
For postage on unpaid letters from Prussia	3,725 05	3,641 05	4,278 70	3,529 60	15,174 40
For postage on unpaid letters from States beyond, &c	941 09	1,029 76	1,332 93	1,046 59	4,350 37
For postage on letters missent, redirected, &c	30 17	26 91	28 82	19 46	105 36

For postage on dead letters returned to Washington	151 04	173 59	236 35	199 86	760 84
For overcharges on various letters, &c	1 41	1 26	84	1 28	4 79
For differences in settlement of quarterly accounts	1 00	10 15			11 15
	11,937 67	11,614 58	14,564 64	10,977 04	49,093 93
Balances in favor of the United States	11,812 98	12,127 84	13,964 08	9,838 08	47,742 98

The General Post Office of France in account with the United States of America for the fiscal year ended June 30, 1858, *(service of the Post Office Department.)*

	1857. 3d quarter.	1857. 4th quarter.	1858. 1st quarter.	1858. 2d quarter.	Total.
DR.					
MAILS SENT.					
For postage on unpaid letters from the United States for France, &c.	$2,689 47	$3,016 05	$2,551 57	$3,148 44	$11,405 53
For postage on unpaid letters from countries beyond France	1,231 95	1,271 12	1,154 31	1,367 30	5,024 68
For postage on letters not prepaid, &c. for France, &c	136 36	205 93	235 78	449 41	1,027 48
For postage on letters not prepaid, &c. for countries beyond France	28 71	45 27	41 65	65 36	180 99
For postage on letters badly directed, returned, &c	3 15	5 22	5 94	7 80	22 11
For postage on letters resent, &c	3 24	42	2 07	1 14	6 87
MAILS RECEIVED.					
For postage on letters for United States prepaid, &c. from France, &c.	3,535 97	3,270 57	2,438 56	2,671 22	11,916 32
For postage on letters for the United States prepaid, &c. from countries beyond	1,013 86	888 64	669 51	709 27	3,281 28
For postage on prepaid letters for countries beyond the United States	380 10	444 94	396 33	394 31	1,615 68
For postage on prepaid letters for countries beyond the United States from countries beyond	6 83	2 83	4 17	22 28	36 11
For postage on dead letters returned to France	39 96	148 86	316 26	285 54	790 62
For overcharges on various letters, &c	----------	1 69	----------	7½	1 67½
	9,069 60	9,301 45	7,816 15	9,122 14½	35,309 34½
CR.					
MAILS RECEIVED.					
For postage on unpaid letters from France, &c. for the United States	3,999 57	3,728 56	3,430 59	3,625 62	14,784 34
For postage on unpaid letters from France for countries beyond the United States	8 28	240 30	----------	----------	248 58

For postage on letters not prepaid, &c. for the United States	5,746 87	5,574 72	7,094 08	6,526 04	24,941 71
For postage on letters badly directed, returned, &c	33	7 62	3 27	1 11	12 33
For postage on letters resent, &c	11 63	29 18	17 49	20 26	78 56
MAILS SENT.					
For postage on letters for France, &c. from the United States	5,641 92	6,135 06	7,038 71	5,905 19	24,720 88
For postage on letters for France, &c. from countries beyond the United States	24 00	13 04	----------	18	37 22
For postage on prepaid letters for countries beyond France from the the United States	2,562 35	2,604 44	2,793 76	2,303 27	10,263 82
For postage on prepaid letters for countries beyond France from countries beyond the United States	7 80	----------	----------	----------	7 80
For postage on dead letters returned to Washington	34 71	57 45	23 85	47 67	163 68
For overcharges on various letters, &c	15	----------	----------	1 49	1 64
For difference in settlement of quarterly accounts	----------	----------	30 95	----------	30 95
	18,037 61	18,390 37	20,432 70	18,430 83	75,291 51
Balances in favor of France	8,968 01	9,088 92	12,616 55	9,308 68½	39,982 16½

The Post Office of Bremen, Germany, in account with the United States of America, for the fiscal year ended June 30, 1858, (*service of the Post Office Department.*)

	1857. 3d quarter.	1857. 4th quarter.	1858. 1st quarter.	1858. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters from United States for Bremen	$880 59	$1,434 80		$895 28	$3,210 67
For postage on unpaid letters from United States for States beyond					
For postage on unpaid letters from foreign countries, &c	19			19	38
For postage on missent, redirected, and returned letters	71	53		1 40	2 64
MAILS RECEIVED.					
For postage on paid letters from Bremen for United States	848 18	1,165 14	$816 86	973 75	3,803 93
For postage on paid letters from States beyond					
For postage on paid letters for countries beyond United States	35 26	42 20	27 74	45 57	150 77
For postage on paid newspapers from Bremen	57 14	65 57	23 83	45 70	192 24
For postage on paid pamphlets from Bremen			16	33	49
For postage on dead letters returned to Bremen	113 60	177 71	151 46	117 35	560 12
	1,935 67	2,885 95	1,020 05	2,079 57	7,921 24
Balance due the United States		62 54			
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from Bremen for United States	50 05	62 23	18 76	331 70	462 74
For postage on unpaid letters from States beyond	1,235 29	1,894 21	1,166 37	1,182 05	4,977 92
For postage on unpaid letters for countries beyond United States					
For postage on missent, redirected, and returned letters	10 58	7 93	802 66	26 43	847 60

MAILS SENT.					
For postage on paid letters from United States for Bremen	19 66	31 67		19 28	70 61
For postage on paid letters from United States for States beyond	757 47	1,238 24		764 77	2,760 48
For postage on paid letters from countries beyond United States					
For postage on paid newspapers from United States for Bremen	24 76	56 36		46 21	127 33
For postage on paid registered letters from Bremen for United States	32 85	32 77		30 65	96 27
For postage on dead letters returned to Washington					
	2,130 66	2,823 41	1,987 79	2,401 09	9,342 95
Balances in favor of Bremen	194 99		967 74	321 52	1,421 71

The Post Office of Hamburg, Germany, in account with the United States of America, for the fiscal year ended June 30, 1858, (*service of the Post Office Department.*)

	1857. 3d quarter.	1857. 4th quarter.	1858. 1st quarter.	1858. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters from United States for Hamburg	$179 35	$199 70	$261 40	$386 40	$1,026 85
For postage on unpaid letters from United States for States beyond	66 35	32 65	131 20	155 80	386 00
For postage on unpaid letters from foreign countries, &c		15		45	60
For postage on missent, redirected, and returned letters				10	10
MAILS RECEIVED.					
For postage on paid letters from Hamburg for United States	104 00	73 85	68 60	255 45	501 90
For postage on paid letters from States beyond Hamburg	2 20	1 55	2 35	10 60	16 70
For postage on paid letters for countries beyond United States	5 32	31 03	32 52	109 86	178 73
For postage on paid newspapers, &c., from Hamburg	9 95	11 20	9 19	26 72	57 06
For postage on paid pamphlets, &c., from Hamburg	40		6 13		6 53
For postage on registered letters, &c	25	3 34	1 50	16 85	21 94
For postage on dead letters returned to Hamburg				4 10	4 10
	367 82	353 47	512 89	966 83	2,200 51
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from Hamburg for United States	183 99	107 81	151 74	1,206 34	1,649 88
For postage on unpaid letters from States beyond Hamburg					
For postage on unpaid letters for countries beyond United States					
For postage on missent, redirected, and returned letters		2 80	10 60	10 15	23 55

MAILS SENT.					
For postage on paid letters from United States for Hamburg	85 05	79 15	113 65	187 40	465 25
For postage on paid letters from United States for States beyond	929 38	562 66	1,194 47	1,790 33	4,476 84
For postage on paid newspapers, &c., from United States for Hamburg	33 64	28 72	77 19	197 79	337 34
For postage on paid pamphlets, &c., from Hamburg for United States	1 06	48	4 71		6 25
For postage on paid registered letters from Hamburg for United States	22 76	19 16	48 75	50 38	141 05
For postage on dead letters returned to Washington				10 15	10 15
	1,255 88	800 78	1,601 11	3,452 54	7,110 31
Balances in favor of Hamburg	888 06	447 31	1,088 22	2,486 21	4,909 80

Balances due the United Kingdom of Great Britain and Ireland, on the adjustment of the accounts between the United States and the United Kingdom, for the fiscal year ended June 30, 1858.

Third quarter, 1857	$58,736 51
Fourth quarter, 1857	54,665 84
First quarter, 1858	87,331 41
Second quarter, 1858	52,534 57
Total	253,268 33

Balances due the United States, on the adjustment of the accounts between the United States and the Kingdom of Prussia, for the fiscal year ended June 30, 1858.

Third quarter, 1857	$11,812 98
Fourth quarter, 1857	12,127 84
First quarter, 1858	13,964 06
Second quarter, 1858	9,838 08
Total	47,742 98

Balances due France, on the adjustment of the accounts between the United States and France, for the fiscal year ended June 30, 1858.

Third quarter, 1857	$8,968 01
Fourth quarter, 1857	9,088 92
First quarter, 1858	12,616 55
Second quarter, 1858	
Total	

Balances due Bremen, on the adjustment of the accounts between the United States and Bremen, for the fiscal year ended June 30, 1858.

Third quarter, 1857	$194 99
First quarter, 1858	967 74
Second quarter, 1858	321 52
Total	1,484 25
Balance due United States for fourth quarter, 1857	62 54
Total balances due Bremen	1,421 71

Balances due Hamburg, on the adjustment of the accounts between the United States and Hamburg, for the fiscal year ended June 30, 1858.

Third quarter, 1857	$388 06
Fourth quarter, 1857	447 31
First quarter, 1858	1,688 22
Second quarter, 1858	2,486 21
Total	4,909 80

Amount of postages accounted for on foreign dead letters returned to and sent from the United States for the fiscal year ended June 30, 1858.

United Kingdom of Great Britain to United States	$1,639 45
Kingdom of Prussia to United States	760 84
Bremen to United States	----------
France to United States	----------
Hamburg to United States	10 15

United States to United Kingdom of Great Britain	$11,546 25
United States to kingdom of Prussia	1,645 42
United States to Bremen	560 12
United States to France	----------
United States to Hamburg	4 10

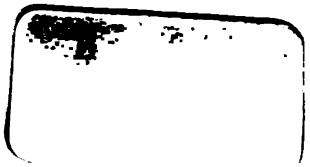
Amounts reported as being due the steamers on the Havre line, being the gross amount of postages accruing to the United States.

Steamers.	Trips	Amount.
Arago	Round trip September 19 and November 3, 1857	$6,905 81
Fulton	do October 17 and December 1, 1857	8,056 36
Arago	do November 14 and December 30, 1857	7,434 03
Fulton	do December 12 and January 28, 1858	8,745 96
Arago	do January 9 and February 4, 1858	8,861 69
Fulton	do February 6 and March 28, 1858	9,964 19
Arago	do March 6 and April 20, 1858	7,417 30
Fulton	do April 3 and May 19, 1858	6,809 21
Arago	do May 1 and June 15, 1858	7,490 84
Fulton	do May 29 and July 13, 1858	6,552 92
Arago	do June 26 and August 9, 1858	6,562 54
	Total	84,800 85

Amounts reported as being due the steamers on the Bremen line, being the gross amount of postages accruing to the United States.

Steamers.	Trips.	Amount.
Ariel	Round trip, October 3 and November 18, 1857	$7,868 97
North Star	Round trip, October 31 and December 19, 1857	8,983 06
Ariel	Round trip, November 28 and January 30, 1858	8,355 83
North Star	Round trip, December 26 and February 13, 1858	8,813 20
Kangaroo	Outward trip, on March 20, 1858	2,835 71
North Star	Round trip, April 17 and June 2, 1858	8,673 63
Ariel	Inward trip, on May 4, 1858	4,633 92
Ariel	Round trip, May 15 and June 29, 1858	9,016 70
Northern Light	Round trip, June 12 and July 26, 1858	7,842 68
North Star	Round trip, June 19 and July 20, 1858	7,312 89
	Total	74,336 59

Amounts reported as being due the "miscellaneous" steamers, (substitutes for the Collins' line,) being the gross amount of ocean postages accruing to the United States.

Steamers.	Trips.	Amount.
Edinburgh	Outward trip, on February 13, 1858	$3,057 24
New York	Outward trip, on March 13, 1858	3,154 23
City of Baltimore	Round trip, April 10 and May 12, 1858	4,743 20
City of Washington	Round trip, April 24 and May 23, 1858	4,586 07
Kangaroo	Round trip, May 8 and June 9, 1858	4,363 51
Vanderbilt	Round trip, May 22 and June 19, 1858	7,254 74
City of Washington	Round trip, June 5 and July 6, 1858	5,231 85
	Total	32,370 84

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